First Ride: BMW R1100S

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HENRY CARMICHAEL

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TIME DATED WEEKLY NEWS

IN THE WIND

Rodney Smith (Suz) won round nine of the AMA Grand National Cross Country Series in Fairmont, West Virginia, August 30. Smith's teammate **Steve Hatch** (Suz) finished second, followed by **Scott Summers** (Hon). Smith has finished on the rostrum in all nine races.

Honda had a busy week last week. In addition to signing Kevin Windham to a contract for the 1999 AMA Supercross and National Championship Motocross Series, Honda has inked road racing phenom **Nicky Hayden** to a two-year contract for the 1999-2000 seasons. Hayden, who is currently riding Team Suzuki Sport (formerly HyperCycle Suzuki) in the AMA 600 and 750cc Supersport Series, will be placed in the Erion Racing team next year and will contest the 600cc Supersport and Formula Xtreme Series on factory-backed Hondas. In 2000, Hayden will move up to the "big team," where he will compete for the 600cc Supersport and Superbike National Championships. The signing of Hayden apparently leaves **Ben Bostrom** out of the Honda equation, as his spot on the factory team will likely be taken by his brother **Eric Bostrom**, who has another year remaining on his two-year deal with Honda. Eric Bostrom is currently filling in for the injured **Miguel DuHamel** on the American Honda team while also racing 600cc Supersport and Formula Xtreme for Erion Racing. Several teams are known to be courting Ben Bostrom, but the man who is just two points behind Doug Chandler in the battle for the AMA Superbike National Championship currently has no contract for 1999.

It's not over yet. According to reliable sources, Yamaha is fighting the contract that **Kevin Windham** signed with Honda last week on the contention that Windham had already signed a letter of intent to return to the Yamaha team. Stay tuned.

According to sources in Europe, **Tallon Vohland** will forgo the World Championship 250cc MX Series next year to race in the United States for the FMF Honda team. "I got a call from Bobby Moore (the team's manager) and I will sign the contract on Monday (August 31)," Vohland said. "My aim was to race in Europe next year, but the FMF deal was a good one, and I think I have a great chance of winning the outdoor series. Of course, the supercross series will take some practice, but I will do okay."

German rider **Pit Beirer** has signed with JHK Kawasaki for the 1999 250cc Grand Prix series in Europe. Beirer, who has two races left on the Pamo Honda team, said, "I wanted the same parts as Stefan (Everts) and they cannot offer me that, so I will race for the factory Kawasaki team with the best parts possible. That is very important if I am to race against Stefan in 1999."

Yamaha's **David Vuillemin** will move up to the 250cc class for next year's World Championship 250cc MX Series. "I feel I am strong enough to compete with the 250cc riders, and staying in the 125cc class does not help my career," the 1998 250cc World Championship runner-up said. "I look forward to next year." The French rider is expected to race in the United States full time in 2000.

Everts wins Polish 250cc MX GP

Belgian Stefan Everts, on the Radson Honda, took another step toward the 1998 World Championship 250cc MX Series title by winning both motos at the Polish GP in Gdynia on August 30. With two rounds left in the series, Everts has pulled out to a 16-point lead in the series over Frenchman Sebastien Tortelli, who went 2-2 in Poland.

In the first moto, Everts took the checkered flag 13 seconds clear of Kawasaki's Tortelli, then finished 32 seconds ahead of him in the second moto. Tortelli crashed in that moto while chasing Everts and received slight injuries to his arm. Finishing more than a minute behind Tortelli in the first moto was third-place finisher Frederic Bolley, on a Honda, followed by German rider Pit Beirer, on a Honda, and Finland's Miska Aaltonen, on a KTM. In the second moto, Beirer finished a distant third, followed by Sweden's Joakim Karlsson, on a Honda, and The Netherlands' Leon Giesbers, on a KTM.

Bolley crashed in the second moto and broke a bone in his hand, and it looks likely that he'll miss the next two rounds of the series.

American Tallon Vohland, on the Team Rinaldi Yamaha, did not have a good time in Poland. In the first moto, his throttle stuck over a tabletop jump and he crashed heavily, injuring his back. He still managed to ride the second moto, where he finished a creditable ninth. Vohland is currently sixth in points.

The final round of the World Championship 500cc MX Series was played out in Wachtersbach, Germany, on August 30. Husaberg's Joel Smets, who had already clinched the series title, scored the overall win, going 1-2 on the day.

Making the trip to Germany to compete in the 500cc GP finale was American Lance Smail, who is the recently crowned AMA Western Regional Four-Stroke Series Champion. Smail, on a '99 KTM 380 SX, went 10-9 for ninth overall. It was Smail's first GP race.

Five-time U.S. Supercross Champion **Jeremy McGrath** is racing again. After pulling out of the outdoor National MX Series in May with a wrist injury, McGrath competed in a local event at Glen Helen Raceway in San Bernardino, California, on August 22. McGrath competed aboard a Yamaha YZ250 and finished second to Doug Dubach. McGrath won the first moto and was slowed by a flat tire while leading the second moto.

Do you remember the documentary on Team Yamaha's **Doug Henry** that CNN aired last year? If so, you will probably be interested to know that CNN is planning to air a follow-up to that story. The CNN cameras were rolling when Henry clinched the AMA National Championship 250cc MX Series title at Binghamton, New York, on August 30. The show is scheduled to air at 10 p.m. (Eastern) on Sunday, September 6.

Reports from Europe indicate that **Kenny Roberts Jr.** has signed a contract to ride factory Suzukis in the 1999 500cc World Championships. Roberts, who currently rides for his father's Modenas 500cc Grand Prix team, will reportedly take his crew chief, Warren Willing, with him to Suzuki.

Chris Walker (Kaw) won both races in the ninth round of the British Superbike Championship at Cadwell Park in Lincs, England, on August 30. Walker topped **Michael Rutter** (Hon) and **Troy Bayliss** (Duc) in the first leg prior to beating **John Reynolds** (Duc) and **Iain MacPherson** (Kaw) in the second race. **Niall Mackenzie** (Yam) continues to lead the championship with 315 points to Walker's 266.

Ann Yates, the 19-year-old sister of Yoshimura Suzuki's Aaron Yates, won her first road race on August 30, taking victory in the Middleweight Sportbike class during NASB racing action at Road Atlanta in Braselton, Georgia. In addition to her win, Yates finished second in both Middleweight Superbike and Middleweight GP. The Road Atlanta race was Ann Yates' fifth outing as a Novice road racer. Yes, she rides a Suzuki.

According to a press release issued by the AMA District 36 Legislative Action Office, thanks to the hard work of D-36 and the California Motorcycle Dealers Association (CMDA), the **California Air Resources Board (CARB)** has agreed to modify the off-road motorcycle and ATV emissions regulations. Essentially, CARB has agreed to allow the use of noncomplying motorcycles and ATVs year-round in some areas that have attained air-quality standards. In the rest of the state, negotiations are ongoing to allow seasonal use. There are areas that have different levels of noncompliance, according to D-36, and accordingly, there will be different periods and lengths of time each area will be available - but in most regions, use will be allowed during the prime riding season, since air-quality problems are typically at their worst during the summer and early fall, when off-road use is at its lowest. A new subcategory of "Green

23 AMA Grand Nationals set for '99

The AMA released its 1999 Grand National Dirt Track Series schedule on August 25, a schedule that includes 23 events. Of these 23, the majority are established events, but the schedule also features two new venues and a return to dirt track racing in Texas.

The new venues joining the series are both situated in the Lone Star state, with Sam Houston Raceway Park in Houston and the Lone Star Park in Dallas scheduled to host the series for the first time. The last time the dirt trackers visited Texas for a Grand National was in 1993 at the Devil's Bowl Speedway. Prior to '93, the Houston Astrodome played host to AMA dirt track racing for some 18 years, ending in 1986.

Dixie Speedway in Woodstock, Georgia, returns to the dirt track schedule as a Grand National half mile. The dirt trackers last visited Georgia in 1989 when the event was part of the 600cc National Dirt Track Series.

In addition, Emerald Downs in Auburn, Washington, has upgraded their Hot Shoe Series event to a full Grand National for 1999. The full schedule is as follows:

March 6 - Municipal Stadium, Daytona Beach, Florida (Short Track)
May 15 - Dixie Speedway, Woodstock, Georgia (Half Mile)
May 22 - Delaware State Fairgrounds, Harrington, Delaware (Half Mile)
May 30 - Illinois State Fairgrounds, Springfield, Illinois (Mile)
June 12 - Sam Houston Raceway Park, Houston, Texas (Mile)
June 19 - West Virginia Motor Speedway, Mineralwells, West Virginia (Half Mile)
June 26 - Allen County Fairgrounds, Lima, Ohio (Half Mile)
July 3 - TBA
July 10 - Du Quion State Fairgrounds, Du Quion, Illinois (Mile)
July 17 - State Fair Speedway, Oklahoma City, Oklahoma (Half Mile)
July 24 - Eldora Speedway, Rossburg, Ohio (Half Mile)
July 31 - New 96 Speedway, Lake Odessa, Michigan (Half Mile)
August 7 - Route 66 Raceway, Joliet, Illinois (Half Mile)
August 11 - Black Hills Speedway, Rapid City, South Dakota (Half Mile)
August 15 - Peoria Clubgrounds, Peoria, Illinois (TT)
August 21 - Hagerstown Speedway, Hagerstown, Maryland (Half Mile)
August 28 - State Fair Speedway, Sedalia, Missouri (Half Mile)
September 5 - Illinois State Fairgrounds, Springfield, Illinois (Mile)
September 11 - Lone Star Park, Dallas, Texas (Mile)
September 18 - Emerald Downs, Auburn, Washington (Mile)
September 25 - Cal-Expo State Fairgrounds, Sacramento, California (Mile)
October 2 - Las Vegas Motor Speedway, Las Vegas, Nevada (Half Mile)
October 10 - Del Mar Fairgrounds, Del Mar, California (Mile)

Rickardsson oh-so-close in Sweden

Swedish speedway star Tony Rickardsson roared to victory in his home country and edged a step closer to regaining the World crown he last won in 1994, at the 1998 Swedish Grand Prix in Linkopping, round five of six in the World Individual Championship Series.

Rickardsson was unstoppable in Linkopping, as he made four perfect starts to lead the way, and with chief threat Jimmy Nilsen, a fellow Swede, only managing to make the Consolation Final, it means Rickardsson is within striking distance of the title.

Team Exide Californians Greg Hancock and Billy Hamill are certain to suffer the end of their brilliant two-year domination of the World Championship, as they are now level on points, with 61 each, and face a battle just to finish in the top eight and automatically qualify for next year's series.

Hancock had his best GP of the year, with a fourth place in the A Final in Sweden, but it was a different story for Hamill, who struggled in the only two rides he had. With one round remaining, Rickardsson leads the series, with 101 points to Nilsen's 81. Poland's Tomasz Gollob is third, with 72, and England's Chris Louis, who finished second in the Linkopping A Final, is fourth, with 69.

John Hipkiss

AMA and PACE Motor Sports release 1999 Supercross schedule

The American Motorcycle Association, together with PACE Motor Sports, has released the schedule of the 1999 U.S. Supercross Series, and there are a few significant changes.

The series will again consist of 16 rounds but is set to return to Anaheim, California, for the series opener at Edison International Field (formerly known as Anaheim Stadium), January 9. The capacity of the revamped, all-baseball, Disney-owned stadium has been reduced to approximately 50,000, so a second date at the facility has been added on February 6 (round five). The Anaheim races will replace the Los Angeles rounds formerly held at the L.A. Memorial Coliseum.

The series will again conclude in Las Vegas, Nevada, on May 1.

Qualcomm Stadium in San Diego, California, is back on the schedule. Last year, the stadium was unavailable to host a supercross round due to its renovation for last year's All-Star baseball game. The San Diego race will be the second stop of the series, on January 16.

Next year's races in Phoenix, Arizona, and Tampa, Florida, will be held at new venues. The Phoenix race will be held at the new Bank One Ballpark (home of the Arizona Diamondbacks MLB baseball team), and the Tampa race will be held at the new Raymond James Stadium (home of the Tampa Bay Buccaneers NFL football team).

Dropped from the '99 schedule is the Charlotte, North Carolina, round, which had been held at Charlotte Motor Speedway the last few years. All of the races except for the Daytona Supercross will be promoted by PACE Motor Sports.

The 1999 U.S. Supercross Series schedule is as follows:

January 9 - Edison International Field, Anaheim, California
January 16 - Qualcomm Stadium, San Diego, California
January 23 - Bank One Ballpark, Phoenix, Arizona
January 30 - Kingdome, Seattle, Washington
February 6 - Edison International Field, Anaheim, California
February 13 - Raymond James Stadium, Tampa, Florida
February 20 - Georgia Dome, Atlanta, Georgia
February 27 - Texas Stadium, Dallas, Texas
March 6 - Daytona Int'l Speedway, Daytona Beach, Florida
March 13 - Astrodome, Houston, Texas
March 20 - Metrodome, Minneapolis, Minnesota
March 27 - Trans World Dome, St. Louis, Missouri
April 10 - Silverdome, Pontiac, Michigan
April 17 - Superdome, New Orleans, Louisiana
April 24 - RCA Dome, Indianapolis, Indiana
May 1 - Sam Boyd Silver Bowl, Las Vegas, Nevada

Sticker" will be developed, with a different color to allow enforcement officers to identify the different registration category. This program will also eliminate another problem, according to D-36 - the potential reduction of funding for the OHV division of state parks, since all motorcycles and ATVs could be registered under this program.

Geoff Aaron won his fifth AMA/NATC Observed Trials Championship with wins in the final three rounds of the series. **Ray Peters** ended up second in the title chase.

According to his manager, Alan Labrosse, it is unlikely that **Miguel DuHamel** will return to action in the final round of the AMA Superbike Series at Las Vegas Motor Speedway in October. DuHamel was scheduled to see Dr. Arthur Ting in San Francisco, California, last week, and is taking things "one day at a time," according to Labrosse. Though his leg injuries are healing well, there may not be much point in DuHamel making his return in 1998. DuHamel will return to the American Honda team in 1999 for the second year of his two-year contract.

The AMA will enter into a **lawsuit** challenging the U.S. Forest Service's decision to severely restrict off-highway motorized recreation in the Daniel Boone National Forest in eastern Kentucky, according to the AMA. Earlier this year, the Forest Service announced that it would reduce motorcycle and ATV trails in the forest by nearly 90 percent, from 800 miles to about 100 miles. The AMA and the Ohio Valley Trail Riders, a group of off-highway motorcyclists who use the forest, appealed the decision but were turned down. "The Forest Service has left us no alternative but to go to court over this cutback," said Robert Rasor, AMA vice president for government relations. "The Forest Service has an obligation to responsibly manage federal lands for the benefit of all, and slashing motorized-recreation opportunities in this way doesn't live up to that obligation."

In addition to his regular street-riding schools, CLASS Motorcycle Schools owner **Reg Pridmore** plans to do a number of **California Classics** at Sears Point, Laguna Seca and Willow Springs in 1999. The exclusive California Classics will be limited in class size, and track time will be abundant, according to Pridmore. In addition, Pridmore plans to take the CLASS school to Norway again in '99, scheduled for August 8-21. For more information on any of the CLASS activities, call 805/933-9936.

Yamaha Motor Europe N.V. has announced that its official team in the **1999 500cc World Motocross Championship** will be run from Michele Rinaldi's base near Parma in Italy. Rinaldi has confirmed that the team will be managed by his younger brother, Carlo, making use of the existing team structure. The bikes will be ridden by **Andrea Bartoloni** and **Alessandro Puzar**. The announcement comes as a result of Rinaldi's decision to withdraw from running his 250cc Yamaha Team Rinaldi at the end of the 1998 season in order to concentrate on further developing other areas of his organization. The team will use production-based YZ400F four-strokes.

Anthony Gobert will make his first public appearance on September 12 at the Sydney Entertainment Center for the final round of the Australian Supercross Masters. Gobert, who has just completed a 30-day drug rehabilitation program after testing positive twice for marijuana in July, has entered the event on a Yamaha YZ250, his first pro-Supercross outing in over five years. The Vance & Hines Ducati star has successfully applied for a Motorcycling Australia competition license, and is expected to receive it on September 7. The 23-year-old Australian is also scheduled to compete in a six-hour road race at Eastern Creek on October 25, where he'll face off against an old adversary. Former Australian Supercross and Motocross Champion Kim Ashkenazi has launched his road racing career and will compete at the six-hour in the Supersport 600cc class.

Australian Superbike racer **Craig Connell** will race in the Australian 500cc Grand Prix on October 4 as a wild-card rider on the Shell Advance Honda team, riding a Honda NSR500V, according to *Cycle News* contributor Darryl Flack. Connell finished second in the 1998 Australian Superbike Championship behind Martin Craggill. "Phillip Island is my best track," Connell said. "And at the World Superbike Championship round, at the Island in March, I qualified 12th, which I felt was pretty good in that company, although my results didn't match my qualifying performance because of a crash and a tire problem."

Yoshimura Suzuki's **Aaron Yates** will be the guest instructor for the **American Supercamp** session scheduled for Greeley, Colorado, September 25-28. For more information on the dirt track school, call 970/669-6102.

One of the highlights of the upcoming **Del Mar Mile and Vintage Motorcycle Days** at the Del Mar Fairgrounds in Del Mar, California, October 10-11, will be an induction ceremony for the inductees into the American Motorcycle Foundation's new Motorcycle Hall of Fame. All of this year's 124 inductees (or known representatives) have been invited to be there for the Saturday presentation of a special personalized medal and also for interviews. Inductees will also be introduced on Sunday as part of the Del Mar Mile opening ceremonies. For more information, call Don Emde at 949/249-2270.

The **Dirt Track Hall of Fame** race, scheduled for September 5-6 at the Illinois State Fairgrounds in Springfield, Illinois, has released its list of official sponsors. They include the following: Excelsior-Henderson Motorcycle Company; Harley Owners Group (HOG); Cycle News; Beer Nuts; Miller Beer; and Coca-Cola. "We are proud to count these corporate sponsors among our supporters," said Dave Despain, the organizer of the Hall of Fame race. "They join a long list of individual enthusiasts whose financial contributions have made this very special event possible."

Injuries have all but ruined the Team Saddlemen/1-800-FASTHOG dirt track racing team this season. On August 26, team rider **Mike Hacker** underwent **surgery** to repair his separated right shoulder, which came about as the result of a nasty high side during practice at the Hub City Classic Half Mile in Hagerstown, Maryland, on August 22. "I had to have surgery," Hacker said. "It's messed up pretty bad - way worse than the doctors first thought. They did a complete reconstruction. They had to remove some ligaments from another part of my shoulder to repair the damage. Now I've got two pins in my shoulder and a screw in my collarbone." Hacker said that he will probably miss the rest of the year while the joint heals. "They said six weeks," Hacker said, "But I don't want to just go to Del Mar, which is a rough track, when I'm not fully healed and out of shape from night riding. I think it's better to let it heal over the winter and just train real hard so that it will be like it never happened by the time we go to Daytona."

HIRED: Eric Johnson, as managing editor for Racer-X Illustrated. Johnson is a longtime contributor to *Cycle News* and will continue to write stories and file reports for *CN*. Johnson can be reached at 304/284-0080.

OPENED: CLASS Motorcycle School's home page on the World Wide Web. The site can be found at the following address: http://www.classrides.com.

OPENED: Snow Racing's home page on the World Wide Web. The site can be found at the following address: http://www.snowracing.com.

NAMED: Richard P. Lague, as president of Petersen Publishing's motorcycle/action sports group, by James D. Dunning Jr., chairman, CEO and president of The Petersen Companies Inc.

CANCELED: The Team Obsolete vintage/modern races and Transatlantic Match Races, scheduled for Daytona International Speedway in Daytona Beach, Florida, on October 25.

ACQUIRED: A Kawasaki franchise, by Chaparral Motorsports in San Bernardino, California. With the addition of the Kawasaki brand, Chaparral now carries Kawasaki, Honda, Suzuki and Yamaha motorcycles as well as Kawasaki, Yamaha and Sea-Doo personal watercraft.

HIRED Tom Webb, as features editor of High Torque Publications' Dirt Bike Magazine, effective immediately.

AUTOGRAPH SIGNING: At Cycle Gear in Sacramento, California, on September 12. Team 1-800-CYCLEGEAR's Steve Rapp is scheduled to appear. For more information, call 707/747-5053.

APPOINTED: Steven J. Pechman, as senior vice president of advertising and sales for the Seals Communications Corporation (Sealsco), effective immediately; Rex Hubbard, as senior vice president of production and operations for Sealsco, effective immediately; and John Bonner, as executive vice president and principal operating officer.

HIRED: Matt Dill, to the position of senior vice president of marketing and development for Sealsco, effective immediately.

PROMOTED: Chris Tuttle, to vice president and controller of Sealsco, effective immediately.

CREATED: MotoWorld Network, a new media network division of Seals Communications Corporation, scheduled to launch on January 1, 1999.

OPENED: Sport Tire Services' home page on the World Wide Web. The site can be found at the following address: http://www.sporttire.com. CN

McGrath awarded Toyota truck

AMA U.S. Supercross Champion Jeremy McGrath (left) recently received the keys to his new Toyota truck from Toyota Motors Sales senior sports-marketing administrator Steve Gallagher. McGrath earned the Toyota truck by dominating the 1998 Supercross Series, winning seven of 16 events and accumulating $165,055 in prize money.

In 1999, Toyota Trucks will return as the presenting sponsor of the U.S. Supercross Series, which kicks off its new season at Edison International Field in Anaheim, California, on January 9.

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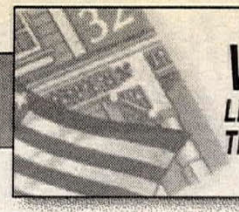

VOICES
LETTERS TO THE EDITOR

Ooops

I did a real disservice to a couple of people in the ESPN2 telecast of the Peoria TT, and I appreciate Chris Carr bringing it to my attention. In an interview segment with Kenny Tolbert (Carr's tuner), I made it seem as though Kenny had built all of Chris' Peoria-winning bikes, and that's not true. Ron Wood built the 1987 winner and Mike Camphouse did the '88 winner.

I want to give Ron and Mike credit where credit is due, and apologize to Chris for any embarrassment my encroaching senility may have caused.

Thanks to everyone for watching the shows. Be sure and drop the network a line and let them know you appreciate the coverage.

Dave Despain
Atlanta, GA

CARBing

Dear Motorcycle Manufacturers, Motorcycle Dealers and Riders:

Why are we letting the California Air Resources Board put the motorcycle and watercraft industries out of business in California? Just think - the rest of the states are next.

There used to be 100 different motorcycles that we could purchase here in California to ride on *our* public land - now there are just a handful. Whose great idea is this? Did I miss something? And why are all you dealers just taking this crap? Don't you care about your business?

First it's the motorcycles, next the watercraft and then the power equipment. If you leave it up to CARB, you dealers will have nothing left to sell and I won't have anything to ride, camp with, or play on the water with. Isn't it time that the manufacturers, the aftermarket companies and the dealers get together and start to put some pressure back on CARB?

Heck, this is California - sue their ass. That could be one heck of a lawsuit. Now where is that motorcycle lawyer when you need him?

Steve Webb
Chatsworth, CA

See our "In The Wind" section in this week's issue for more information on the latest from CARB... Editor

Tony D. on Big Dave

Everything Ed Youngblood wrote about Dave Coombs was absolutely true. As Mr. Youngblood noted, Dave was a giver and not a taker. In everything he did, Dave considered those around him. He was always ready to help anyone in the business.

Dave always welcomed my schools at his events, including Steel City, Mount Morris and the Amateur National at Loretta Lynn's. But it was after my accident that I realized how much Dave went out of his way for those in need. One time when I suddenly became sick and couldn't make the Amateur National, Dave covered for me. He allowed my crew to come, set up and serve the riders as planned. With all he had to do, Dave took time to keep tabs on my staff and make sure everything was running smoothly for me.

Dave was so concerned about my road travel that he suggested I seriously consider hosting my own National event. Every time we met, he would bring up the subject. He offered to guide me through the process.

There are many who could tell stories of Dave's willingness to help, counsel and advise. We have all been touched in some way by this wonderful and generous man. He was truly a friend to each rider, parent, sponsor and spectator he met along the way.

Every time we hear the roar of the engine at an event sponsored by Racer Productions, we will remember him. Dave Coombs was a great man and he will be missed. I know all of us in the industry send our prayers to Rita and her family.

Tony DiStefano
New Windsor, MD

DiStefano won the AMA 250cc National Motocross Championship in 1975, 1976 and 1977... Editor

Carr Kudos

Kudos to Chris Carr. On Sunday, August 23, the day after the AMA Grand National Dirt Track at Hagerstown, Chris volunteered on a hot and humid day to help out at a short track in Shippensburg, Pennsylvania. He kept busy by lining up riders and giving out awards.

I'm sure the riders, especially the younger ones, are more likely to remember more who gave them the awards than the actual awards themselves. This is the type of public-relations work that will build dirt track racing for both riders and spectators. Other Grand National riders should take note and develop their own public-relations methods.

Bob Sassaman Jr.
Schwenksville, PA

Promoters A-Okay

I would like to thank some of our outdoor motocross promoters for the fine work and improvements they have made. Year after year, the Kenworthys give us one of the greatest conditions to race on. The track always looks professional, track preparation is perfect, and all the little things such as pit parking, the mechanics area, etc., always have refreshments. And they go the extra mile to give the riders a little extra money on top of the purse. Don, you do a great job and we appreciate it. The Ritchies have also made great improvements to their facility - with new pit parking and better track access. Red Bud has also put in a bleacher section that looks really professional. I love going to this facility - so keep up the good work, Gene and family. Lastly, I would like to thank the Coombs family, as they always put on a super race. The improvements this year at Mount Morris included pit parking and a new tower. This track is always a favorite, especially if you can keep Mother Nature happy.

I would also like to give my deepest sympathy from myself and the rest of us at Honda of Troy Racing to the Coombs family on the passing of Dave Sr. Our thoughts and prayers are with you all. You have a great family and the sport has really benefited from all your support.

Marshall Plumb
Stillwater, OK

Plumb is a race-team technician for Honda of Troy... Editor

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Nobody does it better. Doug Henry and Ricky Carmichael - the 250 and 125cc National Motocross Champions. Photo by Kinney Jones. Inset: BMW's new R1100S. Photo by Mark Hoyer.

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mga'98

National Henry Day

By Davey Coombs
Photos by Kinney Jones

BINGHAMTON, NY, AUG. 30

The second comeback of Doug Henry's storybook racing career reached a high point on Sunday when the popular New Englander clinched the 1998 AMA 250cc National Motocross Championship with a win at Broome-Tioga Sports Center in Binghamton. With a huge partisan crowd cheering his every move, Henry clinched the title with a 1-4 score for the overall win.

"This is just the greatest feeling in the world, coming here and winning the championship in front of so many people that I know and pretty much grew up with," said Henry, who was raised one state over in Oxford, Connecticut. "This is also the last season that Pete (Steinbrecher) and I will work together, because he's retiring. I am so stoked that we could win a championship again together."

Henry and Steinbrecher previously won a pair of 125cc National MX Championships and a 125cc East Region title for Honda. In the years between titles, Henry suffered a broken back in one notorious crash at the Budds Creek National and two broken arms in another, missing the better part of two years with those injuries. Now he is in the record books as the only rider in history to have ever won an AMA National MX Championship title on a four-stroke motorcycle, having won this series on the much-talked-about Yamaha YZ400F.

Suzuki's Greg Albertyn was the day's runner-up at Binghamton with a 3-3 score, while teammate Larry Ward was third with a 7-1 tally. Factory Connection/Jack in the Box Honda rider Mike LaRocco placed fourth with a 5-2 score, while Suzuki's Mickael Pichon was fifth with a 2-5 tally.

Henry's fourth win of the series puts him in a tie with the absent Jeff Emig for most 250cc National wins this year, but that's just a secondary honor to his clinching of the title. Henry is 63 points ahead of Albertyn (446 to 383) with just two motos left to be run. Albertyn's Suzuki teammate Pichon is third at this point with 355 points, two more than Emig's stagnant total. LaRocco is next with 352 points, followed by the sidelined Ezra Lusk (329).

Doug Henry can now add a 250cc National title to his list of accomplishments. He clinched the championship at Binghamton with a 1-4, becoming the first rider to win a National MX title on a four-stroke.

By just about every account, the Broome-Tioga track was in its best condition ever. Track boss Tom Hurd and his crew slightly revamped the layout to make it faster and to make passing easier, as well as smoothing out some of the spectacular double and triple jumps that make Broome-Tioga one of the most dynamic courses on the National circuit. More than 12,000 people crowded into the park, which also featured more bleachers and general spectating areas, plus tiered parking areas on the back side of the lot. As for the track itself, a few scattered rain showers late in the week left the track in superb condition on a bright and sunny race day.

The soon-to-be-crowned Henry was one of the many riders singing the praises of the Broome-Tioga track.

"When we pulled in, it just looked great," said the Yamaha pilot, who brought close to 100 family members and friends along with him. "It's really loamy and fun to ride on, and I want to thank Tom Hurd and crew for doing such a great job in getting it ready for us."

Henry erupted from the advantageous far-inside starting position, cutting sharply into the first turn on the inside of the ever-improving Takeshi Koekida of the Holley Racing/Bridgestone/Arai/O'Neal/Yamaha Japan exchange program. Pichon, Tecate/Kawasaki of Mexico's Phil Lawrence, Albertyn, Pro Action privateer Jason Thomas, and BSY Yamaha four-stroke pilot Doug Dubach filled in the immediate chase group, though Dubach's day would end early with a violent crash on one of the rough Binghamton uphills.

Further back, Ward and Hughes were hovering in the top 10, while LaRocco had a terrible start and was moving forward from about 25th. On his way to the top 10, LaRocco tangled with A-Ride/Smith/Axo/N-Style-backed Rich Taylor, the result of which was a moto-ending crash for Taylor.

Pichon seemed to have the hottest lines around the track, and he forced his way past Henry on the uphill triple after the finish line after three laps. It seemed like he was on the verge of checking out as he opened an immediate gap of five seconds on Henry.

Hughes was also on the move, and the Kawasaki rider moved past Albertyn and Lawrence for the number-three spot. But before Hughes could go after Henry, he ran off the track right before the finish line and gave his spot back to Albertyn.

"I was riding really tight the first few laps, and Ryno was riding a bit faster than me, but once he passed me, I was able to check out his lines and see where he was going," said Albertyn later. "He had some good lines, so once I settled down, I just let my Suzuki do the work for me. I was able to pass him back."

Pichon's runaway never materialized, as Henry suddenly found his rhythm again and tore into Pichon's lead. As the cheering crowd carried him to the front, Henry wasted little time in dispatching the fading Pichon for the lead. Then Henry rode away with the moto win well in hand.

"It was a good ride, and I had a good start, even though something strange happened down there on the gate," explained Henry. "Someone dropped a water bottle down on the concrete starting pad just before the gate dropped and it got all over the place. It was coming down towards my spot, closer and closer, but then it stopped before the gate dropped, and I was able to start a lot stronger than those guys."

It was later discovered that Pichon's father had accidentally dropped his son's water bottle, causing a bit of the uproar later in the Suzuki pits, but it was resolved before the second moto, and Pichon's father was nowhere near the starting gate for the beginning of the second moto.

"This track is so much fun," continued Henry, who is also backed by Bridgestone, Scott, Fox and Bent Clothing. "There's a bunch of lines out there that you can take, and the jumps and everything are really fun. I spent the first half of the moto just checking things out and trying to figure out some lines and ride my own race. It just worked out in the end."

"I tried pretty hard at the beginning, but my shoulder and my wrist are still

(Left) Suzuki's Larry Ward won the second moto, his first of the year. (Right) Greg Albertyn went 3-3 for second overall. Here he leads Ryan Terlecki.

pretty sore from my big crash at Millville," said Pichon. "I just got tired from holding on so tight. There was nothing I could do except try to hold on to the lead. Henry got me, and I just tried to hold on to second."

Hughes ended up fourth, with a late-charging LaRocco fifth, ahead of Lawrence. Ward was a disappointing seventh after battling to the finish line ahead of Canadian hero Jean-Sebastien Roy.

The Yamaha-mounted Koikeda was ninth, and Xtreme/White Knuckle/ESE Racing's Jeff Dement rounded out the top 10.

After Henry nearly missed the start of the second moto as mechanic Pete Steinbrecher changed a hard-starting engine, Henry got another good start, though this time Suzuki's Ward used an outside line to broadslide his way into the lead ahead of Henry, TMR/Dunlop/FMF/Throttle Jockey-backed Ryan Terlicki, Pichon, LaRocco and Albertyn.

LaRocco quickly moved up to third, only to be passed back by Pichon. Ahead of them, Ward followed Henry for almost two laps, taking a couple of stabs at the lead along the way before making a surprise pass stick on the long infield uphill. LaRocco seized the opportunity to race past Henry as well, and quickly set after Ward. Albertyn was also on the move, passing Pichon for fourth and starting to go after Henry. He would follow the thumper for several laps before Henry overshot the landing on the big downhill triple and rolled to the outside of the following sweeper.

There would be no further passes in the top five as Ward held off a gallant effort by LaRocco to get his first moto win of the year.

"I had a couple of problems in the first moto, the worst of which was the fact that I broke off half of my footpeg," said Ward in the winner's circle. "In the second moto, my Suzuki got me a great start and I was able to get by Doug and win. I knew Doug would kind of tire out - not physically but mentally because of the title and all - and he slowed down because of the championship. I just rode my hardest and got the win."

Ward, as well as his teammate Albertyn, was quick to congratulate Henry on a job well done.

"I wanted that one pretty bad, but I couldn't find a way around him," said LaRocco after another narrow defeat. "It was a little bit hard to be aggressive, but Larry rode a good race. I went after him a few times, but it just didn't work out."

Albertyn never got up to the battle for the lead, and Henry decided to enjoy his last lap to the title instead of missing it for the sake of one more position. Besides, fourth place in the moto locked up the overall win.

"I was chasing after Greg and then it kind of hit me that I've been busting my butt all year long to get to this point, and I should enjoy it while it lasted," laughed Henry later. "I just let Greg go and rode around and looked at all of the fans and waved and had a blast."

After Henry crossed the finish line for fourth place and the championship, he took an impromptu victory lap. At one point, he picked out some friends and gave them a special salute.

"My friends are the burn-out kings when it comes to motorcycles, and they are always doing burn-outs, whether it's on the road, in the back of a truck, anywhere," he said. "They told me that if I won, they would take all of their clothes off and run down the track. I said, 'No, don't do that,' and that I would do a burn-out for them instead."

So in the middle of the starting area, Henry let loose a full-factory burn-out that turned the general area white with smoke.

Later, in the winner's circle, Henry ended his interview with the trackside announcer by calling out, "Where's my wife? Where's my wife?" With that, eight-month-pregnant Stacey Henry was brought to the infield in the Yamaha cart, and husband and wife spent several minutes in a long embrace in front of about 12,000 of their closest friends. **CN**

(Left) Mickael Pichon (16) and Mike LaRocco (5) mix it up in the second moto. LaRocco went 5-2 and Pichon 2-5. (Right) Phil Lawrence was the top privateer, going 6-10 for seventh overall.

MOTOCROSS

AMA/MAZDA TRUCK NATIONAL CHAMPIONSHIP 250cc MX SERIES

Broome-Tioga Sports Center
Binghamton, New York
Results: August 30, 1998 (After 11 of 12 rounds)

MOTO 1: 1. Doug Henry (Yam); 2. Mickael Pichon (Suz); 3. Greg Albertyn (Suz); 4. Ryan Hughes (Kaw); 5. Mike LaRocco (Hon); 6. Phil Lawrence (Kaw); 7. Larry Ward (Suz); 8. Jean-Sebastien Roy (Kaw); 9. Takeshi Koikeda (Yam); 10. Jeff Dement (Yam); 11. Josh Demuth (Kaw); 12. Heath Voss (Hon); 13. Keith Johnson (Kaw); 14. Paul Carpenter (Kaw); 15. Jason Thomas (Kaw); 16. Ty Wallace (Yam); 17. Ryan Terlecki (Suz); 18. Cliff Palmer (Kaw); 19. Ryan Clark (Kaw); 20. Blair Morgan (Kaw); 21. Kelly Smith (KTM); 22. Kevin Crine (Kaw); 23. Richard Taylor (Suz); 24. Jason Frenette (Kaw); 25. Brad Hagseth (Yam); 26. Jimmy Wilson (Suz); 27. Mike Katin Jr. (Yam); 28. Davey Yezek Jr. (Suz); 29. Marco Dubé (Suz); 30. Keith Troccoli (Yam); 31. Dan Moore (Suz); 32. Mark David Culton (Yam); 33. Michael Jones (Kaw); 34. Kurt McMillen (Yam); 35. Tom Welch (Suz); 36. Cory Bauder (Yam); 37. Eric Reilly (Suz); 38. Lee Rostien Jr. (Suz); 39. Brad Woolsey (Kaw); 40. Doug Dubach (Yam).

MOTO 2: 1. Larry Ward (Suz); 2. Mike LaRocco (Hon); 3. Greg Albertyn (Suz); 4. Doug Henry (Yam); 5. Mickael Pichon (Suz); 6. Ryan Hughes (Kaw); 7. Keith Johnson (Kaw); 8. Ryan Terlecki (Suz); 9. Takeshi Koikeda (Yam); 10. Phil Lawrence (Kaw); 11. Josh Demuth (Kaw); 12. Cliff Palmer (Kaw); 13. Kelly Smith (KTM); 14. Jean-Sebastien Roy (Kaw); 15. Ryan Clark (Kaw); 16. Marco Dubé (Suz); 17. Mike Katin Jr. (Yam); 18. Dan Moore (Suz); 19. Heath Voss (Hon); 20. Richard Taylor (Suz); 21. Jason Thomas (Kaw); 22. Davey Yezek Jr. (Suz); 23. Blair Morgan (Kaw); 24. Brad Woolsey (Kaw); 25. Lee Rostien Jr. (Suz); 26. Kurt McMillen (Yam); 27. Keith Troccoli (Yam); 28. Jimmy Wilson (Suz); 29. Michael Jones (Kaw); 30. Cory Bauder (Yam); 31. Mark David Culton (Yam); 32. Brad Hagseth (Yam); 33. Jason Frenette (Kaw); 34. Paul Carpenter (Kaw); 35. Kevin Crine (Kaw); 36. Tom Welch (Suz); 37. Eric Reilly (Suz); 38. Jeff Dement (Yam); 39. Ty Wallace (Yam); 40. Doug Dubach (Yam).

O/A: 1. Doug Henry (Yam); 2. Greg Albertyn (Suz); 3. Larry Ward (Suz); 4. Mike LaRocco (Hon); 5. Mickael Pichon (Suz); 6. Ryan Hughes (Kaw); 7. Phil Lawrence (Kaw); 8. Takeshi Koikeda (Yam); 9. Keith Johnson (Kaw); 10. Josh Demuth (Kaw); 11. Jean-Sebastien Roy (Kaw); 12. Ryan Terlecki (Suz); 13. Cliff Palmer (Kaw); 14. Heath Voss (Hon); 15. Jeff Dement (Yam); 16. Kelly Smith (KTM); 17. Ryan Clark (Kaw); 18. Paul Carpenter (Kaw); 19. Jason Thomas (Kaw); 20. Marco Dubé (Suz); 21. Ty Wallace (Yam); 22. Mike Katin Jr. (Yam); 23. Dan Moore (Suz); 24. Richard Taylor (Suz); 25. Blair Morgan (Kaw).

AMA/MAZDA TRUCK NATIONAL C'SHIP 250cc MX SERIES POINT STANDINGS (After 11 of 12 rounds): *1. Doug Henry (446); 2. Greg Albertyn (383); 3. Mickael Pichon (355); 4. Jeff Emig (353); 5. Mike LaRocco (352); 6. Ezra Lusk (329); 7. Larry Ward (291); 8. Kevin Windham (243); 9. Jean-Sebastien Roy (173); 10. Ryan Hughes (146); 11. Jeff Dement (131); 12. Heath Voss (129); 13. Jeremy McGrath (121); 14. Takeshi Koikeda (119); 15. Michael Craig (109); 16. Lance Smail (108); 17. Josh Demuth (95); 18. Phil Lawrence (82); 19. Tony Amaradio (75); 20. Doug Dubach (74).
*Clinched Championship

Upcoming Round:
Round 12 - Delmont, Pennsylvania, September 6

Doug Henry was an obvious crowd favorite at Binghamton. Henry did not disappoint.

Briefly...

Jeff Emig's two-year reign as 250cc National MX Champion came to a close this weekend with Doug Henry's title-clinching win. Emig, however, pretty much conceded his title when he opted to sit out Binghamton and next weekend's Steel City Nationals with a ruptured ligament in his left thumb. Emig injured himself in practice two weeks ago at the Millville National in Minnesota when he hit a bump and rolled all of his weight over on his thumb. "I iced it down, used some anti-inflammatories and then just grinned and beared it," said Emig of the two motos he would win later that day. "Once I got home, I kept icing it, but it wasn't getting any better. When I went to the doctor, he said my best bet was to have it operated on and start worrying about getting ready for next year." So, on Friday, Emig had his thumb pinned, and he will not race again until the Kawasaki Race of Champions at Englishtown, New Jersey, in early October. Going into Binghamton, Emig had won four of the last five Nationals and eight of the last 10 motos, but he was still 50 points behind the consistent Henry in the point standings.

Doug Henry also jokingly said he was upset about the surprise withdrawal of red-hot Jeff Emig for the rest of the season. "I really wanted to come here and beat him today, and all I've been thinking about when I'm training is beating Jeff," said Henry of his rival. "I wanted to beat him so bad here that I probably worked harder than I have all season to get ready for this race. Then, on Thursday afternoon, Jeff calls my house out of nowhere and says, 'I'm not going to be there - congratulations, it looks like you've got it (the title) all wrapped up.' I was like, 'Oh, man, why didn't you call me last week and save me all of this extra work?'"

Joining Emig on the sidelines was Team Honda's **Ezra Lusk**, who finally decided to quit trying to rush the healing of the arm he broke back in June. Lusk came back just two weeks after having a plate put in his arm but then suffered through an infection. After a new plate was inserted, Lusk reinjured the arm when he crashed two weeks ago while leading at Millville. Now he's staying on the sidelines until the October 10-11 U.S. Open of Supercross in Las Vegas.

Lusk's injury briefly reopened the debate over who was going to ride the 250 for Team USA at the **Motocross des Nations** in England next month. Yamaha's Kevin Windham had originally been slated to take the assignment, but his broken leg at Washougal meant that Lusk got the call. When Lusk and Honda decided it was time to rest his fragile arm, it appeared that Emig would get called up. However, Emig had eye surgery scheduled for mid-September and was injured himself last week. So the AMA's Duke Finch called upon 33-year-old John Dowd, a member of last year's squad, to carry Old Glory alongside National MX Champions Doug Henry and Ricky Carmichael. Dowd was thrilled to get the call. "I told Duke back in July that if anything happened and he needed me, I would love to go back and win it this time," said Dowd, who had problems with a faulty ignition in Belgium last year. "It's like a dream come true to go back, especially alongside Doug and Ricky." Dowd will ride a YZ250 Yamaha, and testing is set to begin this week. Dowd will fly out to California for two days on the bigger bike before coming back east for the last 125cc National at Steel City.

If Dowd were somehow unable to attend the MX des Nations, the next name on the list might have been "Showtime" himself, **Jeremy McGrath**. The five-time AMA Supercross Champion has been riding in California for the last two weeks after sitting out the entire summer with a broken wrist. McGrath is neither in race shape nor up to speed at this point, but by late September he should be in fighting form. McGrath's first major race back will be the Italian Fast Cross on September 19. Backing Team USA at the MX des Nations will be **PACE Motor Sports**, the primary promoters of the AMA/Toyota Supercross Series.

The **Kevin Windham/Yamaha breakup** is not official yet, as Yamaha is said to possess an *expired* letter-of-intent that might render his recent contract with Honda null and void. But all signs point to Windham being on a Honda next year, wearing No Fear clothing after four years with Fox Racing. His Honda stablemate Sebastien Tortelli will also be wearing No Fear, while team captain Ezra Lusk is said to be sticking with Fox.

FMF/Honda team manager Bob Moore confirmed that American expatriate **Tallon Vohland** will return to the U.S. 125cc Nationals for the first time since 1990 as a member of the Honda satellite team. Vohland has been racing in the 125 and 250cc World Championship Series since he last rode the AMA series back in 1990. The California native joins Brock Sellards and Danny Smith as confirmed members of the FMF/Honda squad. Moore was also hoping to bring two-time 125cc World Champion Alessio Chiodi over from Italy, but "Chico," as he is affectionately called, still has another year left on his Husqvarna contract.

Robbie Reynard's late-season surge has taken him to three 125cc-moto wins but no overalls to date. However, Reynard was rewarded with a full Suzuki 250 ride next year, for both indoors and out. Reynard was said to be high on Yamaha's shopping list, especially after the unexpected Windham divorce, but Suzuki made Reynard an offer he couldn't refuse. "The Suzuki is a great bike and I think that they have a great team lined up for next year," said the 21-year-old Reynard, who has spent the last three years in box vans after being dropped from the Kawasaki factory team at the end of the '95 season. "Plus, I get to work with Roger DeCoster, which should be great for me and my career." Already set up in the Suzuki truck for 1999 are incumbents Greg Albertyn and Larry Ward.

In other 1999 signings, **Damon Huffman** will be staying with Kawasaki even after a disastrous 1998 season, where he missed the entire outdoor National Series with a broken femur, and Mike LaRocco has reupped with Factory Connection, Jack in the Box, O'Neal, and Pirelli for another season. LaRocco debuted some brand-new O'Neal riding gear from the company's 1999 line and almost seemed out of place as the most fashionable rider on the track. When asked about the stylish new gear, the ever-conservative LaRocco shrugged and said, "I guess I'm a model now."

The four most significant riders who still haven't sealed a deal for next year are Kawasaki's **Ryan Hughes**, Suzuki's **Mickael Pichon**, Honda's **Steve Lamson**, and Chaparral Yamaha's **Jimmy Button**. Hughes is said to have a few options, one of which is as the third member of Chaparral Yamaha. Pichon has been linked to American Honda as well as Suzuki, and he expects to make a decision this week. Lamson is said to be looking closely at joining Mike LaRocco on the Factory Connection/Jack in the Box satellite Honda team. And Button is happy with Chaparral and should have something worked out there soon.

Another significant player who hasn't been able to solidify a spot next year is Honda of Troy's **Mike Brown**. With the squad going to Yamaha and full-time 125cc equipment, Brown is the odd man out because he "pointed out" of the 125cc "Regional" Supercross class in the mid-1990s. (In the hard-to-follow advancement policy of the AMA's 125cc Supercross program, the likes of Mike Brown, Mike Jones, Tim Ferry and Jeromy Buehl have all "pointed out," yet John Dowd, Ricky Carmichael, Stephane Roncada, and even veterans such as Tallon Vohland and Guy Cooper, as well as World MX Champions Alessio Chiodi and Sebastien Tortelli, will be eligible next year.) So Brown is left without a job, as Yamaha of Troy goes with Roncada, Casey Johnson, Casey Lytle and Costa Rican rookie Ernesto Fonseca full time. Also, aspiring Georgia pilot **Matt Walker** should be getting some help in the 125cc East races.

No word yet on where Brown's injured teammate **Mike Craig** will end up next year. Craig broke his femur at Budds Creek in June and was hoping to return by the end of the series, but he was not able to get back in shape and back up to speed soon enough.

The winners of this weekend's **Copenhagen Racing Privateer Challenge** were Tecate/Kawasaki of Mexico's **Phil Lawrence** and Holley Racing Yamaha rider **Takeshi Koikeda** in the 250cc class, and Chaparral Yamaha rider **Jimmy Button** and Noleen Yamaha's **Tim Ferry** in the 125s. Lawrence ran 6-10 for seventh overall, while the Japanese Koikeda was 9-9 for eighth. Button posted 5-4 moto finishes for fifth overall, while Ferry scored 9-10 for ninth overall.

Local amateur hero **Paul Carpenter** made his professional racing debut on Sunday in the 250cc class, with mixed results. Long considered an East Coast secret, the vibrant Carpenter has been getting good play recently as one of the country's top young up-and-comers. After a bad start in the first 250cc moto, Carpenter fought for 14th-place points. In the second race, he was the early victim of a seized engine. "I had a great time, and I can't tell you how much I learned in just one race," said the enthusiastic Carpenter as he walked away from the second moto. "I'm really happy to have finally reached this level, and I am going to work as hard as I can to be a top pro." With his Jeremy McGrath-like build and Ryan Hughes-like aggressiveness, Carpenter just might have the tools it takes.

Before the start of each 250cc-class moto, a **strange incident** took place down on the starting line. As the 30-second card went up to start the opening moto, Mickael Pichon's father dropped his son's water bottle on the concrete starting pad, wetting down the starting slots of Doug Henry and Greg Albertyn. Suzuki team manager Roger DeCoster said it was a very embarrassing accident for Mr. Pichon, but Albertyn and Henry were both a little miffed by the timing - and by the possible damage such a spill might have caused. However, Henry got the holeshot and Albertyn was in the top five. Later, as the 250cc-class riders were preparing for their parade lap, Henry stood at the starting gate without his bike. An emergency engine switch as a precaution meant that he was not ready for the moto. The AMA did not immediately start the parade lap at 4:20 as scheduled and waited approximately 10 minutes while the track was being prepped. When they did finally start the parade lap, Henry's bike was still back in the pits. Finally, as the riders were returning to the starting gate, Henry's mechanic, Pete Steinbrecher, raced into the starting area aboard the growling thumper. The moto went off at 4:44 p.m., 14 minutes late.

Doug Henry squashed the rumor that he was considering retiring at the end of the 1998 season. Henry has been the subject of retirement buzz since midsummer, most likely a result of the fact that he hasn't signed on for any of the postseason international supercross events, including the $250,000 U.S. Open of SX in Las Vegas. When asked about his plans, Henry simply replied, "I have no plans of retiring, but I am looking forward to the off-season." Also, CNN was on hand to film Henry's title-clinching Binghamton victory. Henry was the subject of a CNN profile in January, which depicted his recovery from injuries to become a contender once again.

HONDA

SUZUKI

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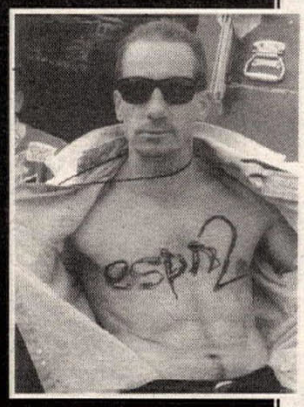
The AMA Motocross season comes to a climactic end in September. The 125cc Champion will be crowned after a hard fought season that has seen multiple winners and contenders for the crown. The 250cc Championship is even closer and will likely be decided in the final race of the season. Don't miss your chance to watch Motocross history as it happens.



MW2 Rev It Up is always about Jerry Bernardo isn't it? The show is always Jerry going off on some motor-sports adventure somewhere in the world to ride some great machine and hang with some racing hero. All season long Jerry has hung out with racers like Al Unser, Jr. or Kyle Petty, or raced with television stars like Grant Show from Melrose Place and movie stars like Jenny McCarthy. Jerry has quite the life doesn't he?

Well, this month we're not going to tell you what Jerry is up to, or what he'll be riding or who he'll be meeting. You'll just have to watch MW2 Rev It Up to find out. Hint, Jerry gets to ride some really cool machinery this time.

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HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
9/1/98	3:00 PM	Millville, MN Motocross (R)
9/2/98	3:30 AM	MotoWorld (R)
9/3/98	6:30 PM	MotoWorld
9/6/98	5:30 AM	MotoWorld (R)
9/6/98	4:00 PM	MotoWorld (R)
9/10/98	6:30 PM	MotoWorld
9/11/98	6:30 PM	MW2 Rev It Up
9/13/98	1:00 PM	MotoWorld (R)
9/16/98	3:30 AM	MotoWorld (R)
9/17/98	6:30 PM	MotoWorld
9/17/98	10:30 PM	Binghamton, NY Motocross
9/18/98	2:00 AM	MW2 Rev It Up (R)
9/18/98	6:30 PM	MW2 Rev It Up
9/20/98	10:00 AM	MotoWorld (R)
9/22/98	3:00 PM	Binghamton, NY Motocross (R)
9/23/98	3:30 AM	MotoWorld (R)
9/24/98	6:30 PM	MotoWorld
9/24/98	10:00 PM	Delmont, PA Motocross
9/25/98	3:30 AM	MW2 Rev It Up (R)
9/26/98	3:00 AM	Delmont, PA Motocross (R)
9/27/98	2:00 AM	MotoWorld (R)
9/30/98	3:30 AM	MotoWorld (R)

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 REV IT UP

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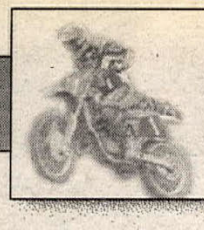


MOTOCROSS
AMA/MAZDA TRUCK NATIONAL CHAMPIONSHIP 125cc MX SERIES

Round 11: Broome-Tioga Sports Center

Dowd wins Carmichael clinches

(Above) Ricky Carmichael clinched his second 125cc title at Binghampton. (Left) John Dowd, however, won the race.

By Davey Coombs
Photos by Kinney Jones

BINGHAMTON, NY, AUG. 30

Team Yamaha's John Dowd rewarded his loyal New York fans with an exciting overall win at Broome-Tioga Sports Center in Binghamton, New York, with a steady 1-3 score, but it wasn't enough to prevent SplitFire/Pro Circuit/Kawasaki's Ricky Carmichael from claiming his second straight AMA 125cc National Motocross Championship.

"It was pretty obvious that my chances were slim in keeping Ricky from winning the title, but I wanted to win this race because I've always loved this track, and I have a lot of friends here cheering me on," said Dowd of his second career 125cc National win.

The 33-year-old Dowd, from Chicopee, Massachusetts, got the loudest applause all day.

"I think it helps a lot that the fans are so great here," Dowd said. "They are always screaming and yelling for the local guys, and I get pumped up to be here."

While Dowd may have been the popular race winner, Carmichael had his second-worst day of the season - a 2-5 score for fourth overall. (Carmichael DNFed a moto at Southwick.) It also meant, however, that he clinched the AMA National title for the second year in a row before the final race of the season.

"It was a hard day, and Chad (Watts, Carmichael's mechanic) and I had to work the whole time for it," said Carmichael. "I really wanted to win here today and take the title in style, but I guess I can settle for winning the title. John rode really hard in the first moto and deserved to win, and I crashed twice the second moto and had to fight the whole time to get fifth. I made some mistakes, but I tried my hardest to win."

Finishing second overall after another dazzling moto win was Primal Impulse/Answer/Scott/Bill's Pipes/Factory Connection Suzuki rider Robbie Reynard. After coming from dead last to sixth in the first moto, the enigmatic Reynard went from midpack to second in the finale before crashing back to fifth. But rather than throw in the towel as he did at Washougal after crashing out of contention, Reynard put his head down and went after runaway leader Casey Johnson. He made the pass as the two-lap board was coming out and went on to claim his third moto win of the series.

"I just got my head together after doing really bad at Red Bud, and I've been riding well ever since," said Reynard, who put in another mind-boggling ride in the second moto to come from behind twice to win. "I wish I had ridden like this all year long. I'm going to keep working during the off-season and stay focused on coming out as strong next year as I finished this year."

Third overall went to Carmichael's teammate Casey Johnson, who came agonizingly close to winning the overall before some late-moto charges by Reynard and Dowd dropped him back to the final podium spot.

"I've been working hard all year long to get a win, and I think I'm almost there," said the California native. "I've definitely learned a lot and I've got one more chance to win one, so I'm really going for it next week."

Carmichael finished fourth overall, while Chaparral Yamaha's Jimmy Button was a quiet 5-4 for fifth. Honda of Troy's Mike Brown ran 3-7 after a second-moto crash for sixth overall, and SplitFire/Pro Circuit's Nick Wey (7-8) was seventh. FMF/Honda's Brock Sellards was eighth over with a 10-6, while Noleen's Tim Ferry (9-10) and Honda of Troy's Stephane Roncada (11-9) rounded out the top 10.

Ricky Carmichael wasn't the only rider in the 125cc class to clinch something on Sunday. John Dowd's 437-point total - 55 less than Carmichael's 492 - is 64 points clear of third-placed Casey Johnson's total, which means Dowd has locked up the runner-up trophy. And Johnson's 372-point total means that he's too far in front of the tied totals of Brown and Reynard (324 points) to be caught for third. Button is next on the charts, with 301 points.

As the first 125cc moto went off the starting gate, Carmichael took the favored far-inside line all

(Far left) Robbie Reynard won the second moto, but a sixth in the first moto dropped him to second overall. (Left) Casey Johnson put in another strong ride, earning third overall with 4-2 outings.

the way to the first turn for the holeshot. As RC rounded the sharp right-hand hairpin, he was followed by Dowd, Honda of Troy's Mike Brown, Johnson, Button and Sellards.

Reynard had another ridiculously bad start after his back tire spun to the right off the launching pad, leaving him dead last going through the first turn. As Reynard slowly started to climb up through the ranks, he caught the front wheel of Shae Bentley in a high-banked turn and took the newly crowned AMA Amateur National Champ down and out of the moto.

Before Carmichael could do his usual breakaway, he made a mistake in the first quarter-lap and fell on an overly watered off-cambered corner. RC only lost four spots before he quickly remounted, leaving Dowd with the lead.

"I just went into that corner and both wheels went out from under me," said Carmichael later. "It was really wet over there, and I guess it was a dumb mistake, especially on the first lap. The track was wet and I went in a little bit hot and went down."

Carmichael wasted little time in getting back the ground he lost. He employed a high line off a downhill triple that no one else was jumping due to the slickness of the takeoff. He passed Button for fourth there on the next lap, then worked past Johnson and Brown before closing up on Dowd on the halfway mark. Carmichael attempted another pass for the lead on the same triple where he moved by Button, and it was obvious that RC wasn't going to play it safe in front of the Binghamton fans.

However, before Carmichael could clear out, he had another problem.

"The front wheel started breaking loose in the corners, and I was thinking that I had a flat tire," said Carmichael. "It started bothering me, and John took advantage of that and got back by me."

As the Binghamton faithful whooped it up for the New Englander, Carmichael tried to gather his head and go back after his MX des Nations teammate. But Dowd rode strong and smart, and Carmichael could not make it happen. A jubilant Dowd crossed the checkered flag with two bike lengths to spare, enjoying his first moto win since the mid-June mudfest at Southwick.

"That was great," said an ecstatic Dowd after breaking out of his summer-long slump. "It was pretty close for a while early. I was a little nervous at the beginning because I kept thinking about Ricky behind me, and that's definitely the wrong thing to do. But once he passed me back, I snapped out of it and started riding my own race."

"I'm not sure what happened with the bike, but John rode really well and deserved to win," said Carmichael afterward. "My corner speed was really good, but John was making up time on me somewhere else. I saw some of his lines for the next moto. I think it's more important that I just quit making mistakes. John hung in there and there was nothing I could do. Just have to get after him in the next moto, I guess."

Brown was about 15 seconds back, followed by Johnson and an out-of-sync Button.

"I just had some bad lines here and there, and they got away from me," said Brown of his third-place finish. "I know that I have to stay with them the whole time and not let them get away when I have a couple of bad laps, because it's hard to catch back up to those guys."

Reynard was sixth, with a revitalized Nick Wey next, followed by the fourth SplitFire/Pro Circuit/Kawasaki in the top eight, that of Nathan Ramsey. Ferry was the top privateer in ninth, followed by Ohio native Sellards.

The start of the second 125cc moto was a free-for-all. After Carmichael again seemed to get the jump, he hit the turn a little hot alongside some riders from the middle part of the gate and a massive pileup ensued. Carmichael was at the bottom, along with FMF/Honda riders Jason McCormick and Scott Sheak, HoT's Brown and Stephane Roncada, Axo-backed rookie Matt Walker, Ferry, and several others.

From the outside, Suzuki privateers Christopher Wheeler and Stiffie/GP Sports' Jeff Willoh jumped into the lead, followed by Johnson, who chose a way-outside pick on the gate to get up on the hard-pack, just like Carmichael on the inside. The gamble certainly worked as he moved past Wheeler, Willow and a quick-starting Travis Preston for the lead. Dowd wasn't too far back in the pack, but in the third turn he went in too hot and fell.

"I was thinking, 'All right, here's my chance, because Ricky's down,' and then I go into that corner and do a baseball slide," grumbled Dowd later. "I really thought I blew it right then."

Johnson was on a mission to record his first-ever 125cc National moto win, and after Dowd's fall and Brown and Carmichael's first-turn pileup, he suddenly looked good for the overall as well. He opened a lead of more than 10 seconds after just a few laps on second-placed Sellards (who also survived the two start crashes), Wheeler, Button, Willoh and Preston. However, after a few laps, Reynard started to emerge from a 22nd-place start.

"I didn't get a very good start, but so much was going on that I was able to just kind of pick my way through to where it wasn't so bad," said Reynard. "Pretty soon I was up in second, but then I fell and went back."

Reynard had carved through the pack to claim second before the end of the fourth lap, but then he fell just about at the mechanics' area and went back to fifth again. After readjusting his controls and letting Sellards, Button and the hard-charging Dowd by, Reynard would go back to work and slice through to second again. At this point, Johnson was still about 15 seconds ahead, but Reynard was on a mission. He would erase the Kawasaki rider's lead in three laps and blitz past for the win on a rough downhill.

"I saw him coming, but there was really nothing I could do," said Johnson of the Reynard charge. "It's hard to fight with a guy who's coming up behind you like that, because you don't have anyone to push you until he's right there, and then he's got the momentum. Reynard was just going too fast."

"I guess I made it pretty exciting," said Reynard in the winner's circle. "I thought I blew it, but I just kept pushing and pushing, and it worked out my way. The Suzuki was running really good, and I've been riding well ever since I got my head together after Red Bud back in July. I really want to win the last National at Steel City."

Further back, Carmichael was having a miserable march to the title, falling again and dropping as low as 30th before pulling himself together. Once he started moving up again - his back wheel full of banners - he blitzed through the field. Carmichael knew that he only needed to finish a few spots behind Dowd to wrap up the title, and he charged to fifth by moto's end and pumped his fist in the air to signal the clinching of his second straight title.

Dowd had already crossed the finish line with a bittersweet victory, having won the day but lost his shot at a first-ever AMA National title.

"I worked my way through and got the overall, but I really couldn't do anything about the championship," said Dowd. "Ricky has been riding well all year and he definitely deserves the title." **CN**

Broome-Tioga Sports Center
Binghamton, New York
Results: August 30, 1998 (Round 11 of 12)

MOTO 1: 1. John Dowd (Yam); 2. Ricky Carmichael (Kaw); 3. Michael Brown (Hon); 4. Casey Johnson (Kaw); 5. Jimmy Button (Yam); 6. Robbie Reynard (Suz); 7. Nicholas Wey (Kaw); 8. Nathan Ramsey (Kaw); 9. Timmy Ferry (Yam); 10. Brock Sellards (Hon); 11. Stephane Roncada (Hon); 12. Travis Preston (Suz); 13. Ryan Huffman (Suz); 14. Scott Sheak (Hon); 15. Jeffrey Willoh (Suz); 16. Paul Currie (Kaw); 17. Barry Carsten (Suz); 18. Rusty Holland (Hon); 19. Christopher Gosselaar (Hon); 20. Robbie Skaggs (Yam); 21. Jiri Dostal (Suz); 22. Chris Wheeler (Suz); 23. James Povolny Jr. (KTM); 24. Ryan Duff (Hon); 25. Jim Neese (Hus); 26. Todd DeHoop (Yam); 27. Jeffrey Baker Jr. (Kaw); 28. Matt Walker (Hon); 29. Steve Andrich (Yam); 30. Richard Rogers (Kaw); 31. Steven Herman (Suz); 32. Scott Davis (Suz); 33. Derrick Shae Bentley (Kaw); 34. Travis Riley (Kaw); 35. Jason McCormick (Hon); 36. Keith Johnson (Yam); 37. Donovan Mitchell (Yam); 38. Chad Sanner (Kaw); 39. Jeffrey Pestana (Yam); 40. Isaiah Johnson (Kaw).

MOTO 2: 1. Robbie Reynard (Suz); 2. Casey Johnson (Kaw); 3. John Dowd (Yam); 4. Jimmy Button (Yam); 5. Ricky Carmichael (Kaw); 6. Brock Sellards (Hon); 7. Michael Brown (Hon); 8. Nicholas Wey (Kaw); 9. Stephane Roncada (Hon); 10. Timmy Ferry (Yam); 11. Travis Preston (Suz); 12. Scott Sheak (Hon); 13. Ryan Huffman (Suz); 14. Derrick Shae Bentley (Kaw); 15. Paul Currie (Kaw); 16. Chris Wheeler (Suz); 17. Rusty Holland (Hon); 18. Barry Carsten (Suz); 19. Christopher Gosselaar (Hon); 20. Jim Neese (Hus); 21. Matt Walker (Hon); 22. Jeffrey Willoh (Suz); 23. Ryan Duff (Hon); 24. Nathan Ramsey (Kaw); 25. Jeffrey Baker Jr. (Kaw); 26. Isaiah Johnson (Kaw); 27. Scott Davis (Suz); 28. Chad Sanner (Kaw); 29. Keith Johnson (Yam); 30. Donovan Mitchell (Yam); 31. Richard Rogers (Kaw); 32. Steven Herman (Suz); 33. Steve Andrich (Yam); 34. James Povolny Jr. (KTM); 35. Robbie Skaggs (Yam); 36. Jason McCormick (Hon) 37. Todd DeHoop (Yam); 38. Jeffrey Pestana (Yam); 39. Travis Riley (Kaw); 40. Jiri Dostal (Suz).

O/A: 1. John Dowd (Yam); 2. Robbie Reynard (Suz); 3. Casey Johnson (Kaw); 4. Ricky Carmichael (Kaw); 5. Jimmy Button (Yam); 6. Mike Brown (Hon); 7. Nicholas Wey (Kaw); 8. Brock Sellards (Hon); 9. Tim Ferry (Yam); 10. Stephane Roncada (Hon); 11. Travis Preston (Suz); 12. Scott Sheak (Hon); 13. Ryan Huffman (Suz); 14. Nathan Ramsey (Kaw); 15. Paul Currie (Kaw); 16. Shae Bentley (Kaw); 17. Rusty Holland (Hon); 18. Barry Carsten (Suz); 19. Jeff Willoh (Suz); 20. Chris Wheeler (Suz); 21. Chris Gosselaar (Hon); 22. Jim Neese (Hus); 23. Robbie Skaggs (Yam).

AMA/MAZDA TRUCK NATIONAL CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 11 of 12 rounds): *1. Ricky Carmichael (492/8 wins); 2. John Dowd (437/2); 3. Casey Johnson (372); 4. (TIE) Michael Brown/Robbie Reynard (324); 6. Jimmy Button (301); 7. Timmy Ferry (229); 8. Stephane Roncada (218); 9. Nicholas Wey (208); 10. Scott Sheak (201); 11. Brock Sellards (173); 12. Nathan Ramsey (170); 13. Casey Lytle (135); 14. Ryan Huffman (133); 15. Steve Lamson (116/1); 16. Jason McCormick (115); 17. Travis Preston (72); 18. Jeff Willoh (64); 19. Michael Brandes (63); 20. Brian Deegan (62).

* Clinched championship

Upcoming Round:
Round 12 - Delmont, Pennsylvania, September 6

Round 10: A1 Ring

Aaron A1

By Johan Vandekerckhove
Photos by Gold & Goose

ZELTWEG, AUSTRIA, AUG. 30

Just two rounds ago, when Aaron Slight's fuel tank tumbled down the front straightaway at Laguna Seca Raceway after a terrible start-line crash, it appeared once again that the World Superbike Championship's nearly man was on the road to being denied that ever-elusive championship.

At Zeltweg's A1 Ring, Slight was not to be denied. The Castrol Honda rider served notice in qualifying that he was here to do business by taking pole position; then, simply put, he won both races. Slight won comfortably in race one, beating Italian Pier-Francesco Chili by more than a second, then returned for a heated battle with Carl Fogarty in race two and just edged the tough Brit to take the double win. A 30-point deficit to championship leader Troy Corser was suddenly nearly erased, and in its place stands a margin of only 1.5 points.

What happened to Corser? The Australian faced bike troubles both times out that dropped him to sixth and fifth in the two races. Corser looked good at the start of each heat, running at or near the front and fighting with the fast men for the lead, but a fading engine slowed him in race one and a lack of rear traction in race two helped erase his fairly comfortable lead in the championship.

Not only did Corser's troubles benefit Slight, but both of his Ducati teammates as well, since both of them finished in front of the Australian in each race. Chili and Fogarty swapped podium positions, Chili taking second in the first race and Fogarty taking it in race two. Each time out, Kawasaki's Akira Yanagawa trailed the Ducati duo across the line with consistent fourth-place finishes.

Hopes were high in the Suzuki camp when James Whitham put his GSX-R750 on the front row of qualifying for the first time ever, but the best the likable Brit could manage was a fifth and a sixth.

Corser still leads the championship, now with 296.5 points, but Slight is just behind with 295. Fogarty's strong finishes did a lot to get him back in the hunt, and the British rider now has 277.5 points and third in the standings, with Chili fourth on 264.5. Texan Colin Edwards II, a victim of tire trouble in

(Above) Race two gets under way at Austria's A1 Ring. Castrol Honda's Aaron Slight took the double win.
(Below) Carl Fogarty (2), third and second on the weekend, leads the way during race one as Aaron Slight (111) muscles his way by Troy Corser (11). Slight was on his way to the lead and win, while Corser would fade to sixth.

both races, is now fifth with 249.5 points after scoring seventh- and ninth-place finishes.

RACE ONE

With the Hondas performing very well during practice, Corser had no choice other than to charge to the front and try to stay there. At first blush, the plan worked out all right, but for only 1 ½ laps, at which time he was dropped to second by Fogarty. Pole qualifier Slight was, however, already putting tremendous pressure on the two red bikes.

By the fourth lap Slight had worked his way past Corser - the beginning of a downward spiral for the Australian and an upward one for the New Zealander - and started to threaten Fogarty's lead. The ever-tenacious Brit stayed up front for 11 laps, but the seemingly inevitable finally happened and Slight went to the front and left the factory Ducatis behind.

Corser, meanwhile, had started losing ground, while Chili was doing just the opposite, climbing his was up through the field. Their paths naturally crossed, and Chili took over third from the number-11 bike at the halfway stage.

At the front of the field, Slight and Fogarty had opened up a gap, with Chili and Corser forming a second pair, and with Akira Yanagawa and Whitham finally getting in front of Edwards, who had been running fifth.

For Corser, it seemed, the only way to go was down: 10 laps before the checkered flag, he lost another two places to the Kawasaki and the Suzuki, but he would succeed in keeping Edwards at bay.

During the final laps, Slight managed to offer himself a small but comfortable-enough lead over Fogarty, who then lost second to Chili on the final lap.

Yanagawa finished fourth and Whitham finished fifth, with Corser a disappointed sixth.

"I had a good start for a change," Slight said. "After that I sat behind Carl. He had the edge on me out on the slow corners but I could catch him on the brakes. When I got the message that Chili was putting in some fast laps, I decided to take the lead and hope I could make it stick. From then on, everything went really smooth. This track seems to suit the bike as a glove. Now it is up to me to win the second race as well and try to narrow the gap with Troy even more."

With Corser way back in sixth, Chili and Fogarty also had every reason to be happy with their result.

"I had another bad start," the Italian complained. "I tried to come back in the first few laps, but everybody seemed to be really hot at that moment. So I waited a little bit, tried to save my tire for some six laps and then had another go. Things went well, and I got past Whitham and Edwards without too many problems. At the end of the race, my tire was still doing well, and that allowed me to take second place from Carl in the closing kilometers."

Fogarty was of course a bit disappointed to have had an extra four points snatched away by his Italian colleague, but he was still pleased to have done as well as he did.

"I felt pretty confident," Fogarty said. "But after 10 laps, the tire went. I thought I could stay with Aaron, but then we ran into some backmarkers. On top of that, the suspension was set up far too soft, with the tire going bad. Frankie had used the same tire but a different suspension setting, and that worked out a lot better. At the end, the bike was bucking and weaving everywhere. I couldn't go any faster than I did. I lost my last chance to keep second position when I braked a bit too hard on the last lap and lost too much ground."

In the second half of the race, Yanagawa had managed to get away from Whitham, and he spent the rest of the race all alone. Whitham and Corser crossed the line next, though separated by some distance.

"The engine lost power for some reason or another," the Australian said. "There's nothing I could do about it. I suppose I should be happy to have finished the race at all."

Edwards got home seventh after a racelong battle with Kawasaki's Neil Hodgson.

"In the early stages, I thought I could catch Aaron comfortably, but then tire trouble held me back," the Texan explained. "The rear was out of line everywhere so I had to close the throttle before changing gear."

Peter Goddard finished 10th.

"I picked a different tire to James and it gave out very early on," the Australian said. "I'll be changing it for race two."

Yamaha riders Noriyuki Haga and Scott Russell weren't able to recover from their third-row starting places and had to settle for ninth and 12th, respectively.

"I got off the line well but I got into trouble in one of the first corners when somebody messed it up next to me," Russell said. "I wasn't happy with the tire choice and after where I ended up after the first lap, it was really difficult to make any progress. I can't get nothing going with the bike here. I could push with the front, but every time I opened the throttle I was going sideways. I also thought I was going to die breathing up (Gregorio) Lavilla's exhaust the whole time. I don't know what they put in that bike but it is no good when you are right behind it."

Italian Pier-Francesco Chili (7) reels in James Whitham (8), Neil Hodgson (5) and Akira Yanagawa (4) in the first race. Chili fought his way to second, then took third in race two.

RACE TWO

The race got under way after a half-hour delay following a massive start-line crash in the Supersport World Series race (see "Briefly..."), and the 35,000 spectators saw none other than Suzuki-mounted Whitham jump into the lead when the lights turned green. Whitham held the spot for a time, but Slight took over the point once again. Whitham, joined by teammate Goddard, hung on behind, with the Kawasaki of Yanagawa and the three Ducatis all giving chase.

Goddard was the first one to drop off the pace of the lead group, while Corser appeared to really be in a groove. The Australian worked past Whitham and then took over the lead on lap six, setting up a tremendous show at the front, with Slight, Fogarty, Yanagawa and Chili all battling for the lead. The top five's pace during the first half of the race left the battle for sixth between Whitham, Edwards and Goddard well behind.

Slight managed to get back in the lead while Corser was once again slowing down. Fogarty came by the Australian and, with seven laps left in the race, Fogarty got past Slight and tried to make a break, but to no avail.

With just five laps left, the same three

Slight fast, start to finish

The Honda RC45 once again looked good right from the word "go" on Friday morning, with Aaron Slight posting the best time on the first day of qualifying and then doing it all over again during the second qualifying session and the Superpole lap.

"I was really nervous before going out but I calmed down on the warmup lap," the New Zealander said after having recorded his second pole position of the year. "I didn't want to do what I did in Germany earlier this year and go from being fastest in qualifying to ninth place on the grid. We didn't have to change a lot on the bike since Friday morning. I spent most of the time today trying different tires. The work we have done during private testing on the Brno track earlier this week proved to be very precious. Especially the progress we made with the Brembo brakes has been impressive. The brakes have been some sort of a problem since the beginning of the season, but now they seem to work perfectly - even on this track, which must be the hardest track on brakes in the whole season."

Slight's pole position might not have been too much of a surprise, but that didn't apply to the other three men on the front row. No one expected Akira Yanagawa to perform this well after his horrific Laguna Seca crash, but there he was, second on the grid. The Kawasaki rider had missed Brands Hatch, as well as a private practice session at Assen, and had only done a few laps during the Brno private practice, so he was naturally very pleased with his qualifying position.

"I am happy with my best Superpole performance of the year," said Yanagawa, who won his first World Superbike race at this circuit last season. "I worried about my collarbone and my left hand, but I am feeling stronger each time I go out on the Kawasaki. I have tested myself over many laps during qualifying and I am sure that I will not be under any physical disadvantage over race distance. Thanks to telemetry, we were able to compare my times with the lap record I set last year. This gave me the advantage of knowing where I could improve and enabled me to set an even faster time today."

James Whitham was the second surprise on the front row, setting the third-fastest time after having qualified a fair eighth in the regular session.

"That was as near a perfect lap as I can imagine," a delighted Whitham said. "We saved our Dunlop qualifier until the Superpole warmup and it proved to be exactly the right tactic. I was able to go much harder into the turns and it was literally as smooth as silk. Tomorrow will, however, be hard; the Suzuki is still very good on top speed but lacks acceleration power out of the corners compared to the Honda and the Ducati."

Superpole specialist Troy Corser had to settle for fourth this time.

"The tires didn't work quite as well as on the other circuits," the Australian explained. "I didn't want to risk crashing, either. I've won enough watches this year for taking pole position. Basically, we've been struggling to get the bike working exactly as I wanted. The changing temperatures didn't really help, either, as to the setup of the injection system and the tire choice. Finally, I seem to be 7 kph down on the fastest guys on the straight, and it's very difficult to try to win that ground back in the corners."

Pier-Francesco Chili and Carl Fogarty led off the second row and were joined there by Neil Hodgson and Peter Goddard.

"I am very happy," Goddard said with a smile. "Like all really good laps, it was uneventful, and considering I have never clapped eyes on the place until this week, I feel very pleased with a second-row start."

Colin Edwards II was ninth on the grid, with Andreas Meklau (with an official '98 engine in his Ducati) right on his tail.

"We did everything right," the Texan said. "But I couldn't get the bike steering into the corner. And I wanted to stay on my two wheels. I seem to like the track, even though I've never been here before. We'll see what happens tomorrow."

The two Yamaha factory riders were even worse off, with Scott Russell 11th and Noriyuki Haga 12th. "You have got one lap to get it all right, so it is tough, but we know this," Russell said. "I was hoping to get into the 1:30 range, but I didn't manage it. I knew this was going to be one of our worst tracks and I've just got to get some good starts tomorrow. They're going to be long races for us, with only a few opportunities to pass people."

Russell had been struggling with gearing problems and a lack of top speed for most of the weekend.

riders who had dominated the first race were on their own again as both Yanagawa and Corser had to let them go, neither rider able to maintain the pace that had been set.

Slight and Fogarty took their battle all the way to the line, fighting tooth and nail for the top podium spot and the full points that went with it, but in the end, Slight would not be denied and the Honda rider took his second win of the day.

"That was an incredible race," Slight said. "Carl and me just rode the wheels off the bikes in the closing stages. It's amazing how fast we were going on tires that were worn out. I came to Austria 30 points behind Troy and I would have been happy if I could have closed the gap to 15 points today, so to be this close is fantastic - even though we knew that Troy would be struggling here. The last two races are run on circuits which should suit me and the bike well, and the bike is now working better than it has ever done. So I feel very confident for the end of the season."

Fogarty had learned his lesson after race one and thanked his team as soon as he got off the bike.

"The boys looked at the computer in between the races, and changed the suspension," Fogarty said. "I honestly don't know what exactly they changed, but it worked perfectly. Once the tire went off, I was still able to go fast. At one moment, I thought I was leading with a four-second lead, as I had only seen Frankie's pit board but not Aaron's. I started to panic when Aaron got past me. I still tried to get back to him, but I couldn't. Aaron just went a bit faster today. But I hope to get my revenge at

Considering his condition after his crash at Laguna Seca, Yanagawa's return to racing was a successful one, with the Japanese rider taking a pair of fourth-place finishes.

Briefly...

At Zeltweg, the FIM distributed an official release about the **technical regulations** for the World Superbike Championship as of January 1, 2001. The text was a result of several meetings between the four Japanese manufacturers and top-brass representatives from Aprilia and Ducati, the first of which took place in November of last year. The text is still subject to the FIM's approval at their autumn congress later this year, but it is expected no major changes will be introduced. The text foresees no changes for the minimum production quantities for homologation or the minimum weight limit, even though manufacturers entering the championship for the first time will benefit during the first year from special homologation conditions regarding the number of units to be produced - a watered-down version of the prototype formula which was considered for some time last year. More important is the introduction of the kit-bike concept, which should bring more parity between factory bikes and privateer bikes. The manufacturers committed themselves to making kits available, subject to homologation by the FIM, to all riders interested, at a maximum price (in current 1998 value) of $40,000 for four-cylinder machines and $35,000 for twins. The minimum number of kit parts to be produced by each manufacturer will be 30 sets, and the frequency of upgrading the kit parts will be twice per year. The validity of kit parts will be for a maximum of five years, but it will end together with the motorcycle homologation period. Nothing may be modified on the kit parts, including the degree to which the parts are polished. The proposal was met with enthusiasm by nearly everyone, even if postrace technical control might now take an hour and a half instead of the roughly 45 minutes it takes now. Though the new rules will definitely narrow the gap between the privateers and the factory riders, the latter group will probably keep the edge over the competition, because several other things can still make the difference: suspension, tires, electronic engine management, and the material the engine components are made of. At the meeting, the idea of introducing a Supersport 1100 category (with treaded tires and very limited tuning possibilities) was also discussed, to be open for young riders only (with an age limit of 24 years).

Among the several racing guests at Zeltweg (which included Ralf Waldmann and Terry Vance, as well as Wayne Rainey's and Kenny Roberts' legal advisers) were **Billy Davidson** (shaking hands with Scott Russell), **Art Gompper** and **Steve Scheibe (middle)** from **Harley-Davidson**. Officially, they were "enjoying the race and the Austrian beer." It is, however, a public secret that Harley-Davidson is still very much interested in entering the World Superbike Championship, and that it had used this weekend - the only World Superbike race weekend that wasn't a conflict with the AMA series - to have a closer look at the world racing scene. It is understood that the VR project will continue, but that Harley will have to develop the bike into a World-level contender in order to justify the development costs. "The chassis is working extremely well," they said. "But we need to get more grunt from the engine and get the aerodynamics of the bike right. The reliability of some minor parts, which caused the bike to retire a couple of times this year, should be taken care of. But the engine concept is good, as is proven by the very similar concept which is now used by Aprilia for their Mille superbike racer."

It is expected that most of the **riders' contracts** will be signed by the end of September. Right now, only a few riders know what color bike they will ride next year. Akira Yanagawa has a year left on his two-year deal, while Noriyuki Haga, Aaron Slight and Colin Edwards II are all apparently close to renewing their contracts with their respective factories, though no signatures have been put to paper as of yet. As for the other factory riders, anything could still happen. There is great uncertainty with regard to Ducati. As things look now, the Italian company looks set to enter only a single official team for the 1999 series (an intention they have uttered just about every year). And surprisingly, not the longtime "home team" manager Virginio Ferrari but Davide Tardozzi could be the man to lead the team. The riders are likely to be Troy Corser and Carl Fogarty. Pier-Francesco Chili's situation is a bit more delicate, even though it would seem unlikely that Ducati would fire the only Italian rider in their fold. In addition, Chili's contract states that he will automatically be offered a factory bike in 1999 if he gets into the top three at the end of this year. In the improbable case that Chili leaves Ducati, Aprilia might be interested in making use of his services. James Whitham and Peter Goddard stand a good chance of staying with Suzuki, but the future is less certain for Neil Hodgson and Scott Russell. Yamaha is rumored to have begun talks with Luca Cadalora and Alex Barros, among other candidates. The whole scenario could, of course, be utterly dismantled if one of the "almost signed" riders get tempted by another manufacturer (Troy Corser and Aaron Slight are rumored to have had offers from Suzuki), if Suzuki and/or Yamaha throw in a B-team, or if one of the better Grand Prix riders decides to have a go at the World Championship series. A comeback by John Kocinski on the Castrol Honda team seems to be unlikely, even though he was heard to have mentioned this option recently.

Gattolone to race **Yamahas** next year? This possibility is not so unlikely as it seems. The Italian team, which is owned by Andrea Merloni, put Pier-Francesco Chili on a Ducati a couple of years ago and was thereafter promoted to the status of "semi-official" Ducati team before being dumped by the Bologna factory in favor of the new Ducati Performance team run by Davide Tardozzi. This year, Gattolone had to settle for a private Ducati and rider Alessandro Gramigni. "We do not get the results we had hoped for with Alex," declared Merloni, who is also the owner of the Benelli marque. "Things will have to change for next year, in order to keep our sponsors happy." Merloni already tried to run an official Yamaha last year, after they had lost Chili to Ducati and Scott Russell and Noriyuki Haga had signed with Yamaha. "When it became clear that Colin Edwards was not going to get a 500cc Grand Prix seat, Yamaha WSB team manager Davide Brivio asked us if we were interested in running the third Yamaha; Colin would then join Haga in the official team, with Scott riding the official Gattolone Yamaha. But then Colin got the Honda offer." A couple of weeks ago, Merloni started looking for alternatives to another year with a private Ducati (but definitely with another rider). He started talks with Honda, but principals there explained that there weren't enough resources to build bikes and parts for a third official Honda rider. Yamaha is still considering the Gattolone offer to run a third factory bike. "I would like to get an answer in September," the Italian businessman said. "Maybe we will know more at the Munich motorcycle fair, where the new 750cc Yamaha will be presented. Right now, we are talking to (Gregorio) Lavilla, (Pere) Riba and (Vittorio) Guareschi about next year, and we will probably also talk to Scott Russell in the next couple of weeks. But if we can't get an official Yamaha, we prefer to continue with a private Ducati, because that is the only bike a private team can have some good results with. Apart from that, we also have to be realistic about the budget we want to spend on the World Superbike Championship. This year we will have managed with about $1 million, thanks also to the fact that the rider's salary is only a small percentage of the total budget. For us, it is very important for the rider to be motivated; we want to start fighting for race victories again in order to get a stronger position in this championship again. We are not willing to make a rider rich for just riding our bike around - even if he is a former World Champion."

Suzuki is in the "fortunate" situation of being able to choose from three models to enter into the World Superbike fray. Out on the track, however, things don't look so rosy as the situation might suggest. The carbureted version of the GSX-R is only slowly making progress, and official team manager Lester Harris admitted that the injection bike will not even make its debut at Sugo, the last race of the year. The Briton also canceled his trip to Japan after the Brands Hatch race, where he would talk about next season and their obvious switch to the injection GSX-R. "The Japanese now have some other business to attend to," he said, referring to the financial crisis Japan is now facing. As to the 1999 season, Alstare Corona Extra Suzuki Supersport team owner Francis Batta said that he was considering staying in the four-stroke racing series only if the Supersport championship received official World Championship status. If that happened, the team would not only enter bikes in the Supersport races (with Fabrizio Pirovano and Stephan Chambon already confirmed), but also in the World Superbike Championship, probably with the TL1000R. For Batta, Anthony Gobert was the first one on his list, having proved his value on twins as well as on four-cylinder bikes, but Suzuki didn't even want to consider this possibility. Meanwhile, the TL1000R's development program was started one week ago, with Stephane Mertens making the first laps aboard the official bike. Because of too-soft suspension, development will have to wait a few more weeks for the factory to send new equipment over. Batta is hoping for word from Suzuki by the end of September about either its four-stroke or two-stroke racing program for next year, since he has also offered to run the 500cc Grand Prix team. If he doesn't receive word, Batta said he may switch to Grand Prix racing and another manufacturer that has recently made an offer to him for the GP series.

The **Supersport World Series** race was marred by a massive crash at the start, involving four riders. When the lights turned green, Yves Briguet's Ducati broke down (the primary drive broke) and the luckless Swiss rider was left on the grid with the engine revving hard, but in a totally stationary bike. Kirk McCarthy and Belgians Albert Aerts and Alain Kempener couldn't avoid Briguet and went down. McCarthy walked away unhurt, while Briguet and Kempener were lucky to escape with somewhat minor injuries - a broken ankle for Briguet and some broken fingers and a broken collarbone for Kempener. The condition of Aerts was worse. On Sunday evening, he was still in a coma, suffering from at least a concussion and several internal bruises. The doctors worried most about his spine being injured but believed his life was no longer in danger. After a delay of nearly an hour, the race was restarted, and it looked to belong to Cristiano Migliorati, the Italian teammate of Briguet. But going into the final lap, the Ducati ground to a halt on the front straight due to an empty fuel tank - the team had forgotten to refill the tank after the start crash earlier. **Fabrizio Pirovano** (8) profited and won the race after a long battle with his teammate Stephane Chambon. With this result, the Italian also secured the title. He dedicated it to his father, who had traveled with him on the racing circuit for many years but was killed in a traffic accident three weeks ago.

Both Colin Edwards II (45) and Scott Russell (44) struggled at the A1 Ring; neither rider broke into the top five.

Assen, a circuit which has always been good to me."

Chili was the last man on the rostrum, finishing some distance behind the lead duo.

"I am happy with third, but the bike was chattering an awful lot out there," Chili said. "And at the end of the race I had the impression that the engine started to lose power. Still, I hope to go to Sugo as one of the five riders still having a chance to take the title."

Corser finished fifth, just behind Yanagawa.

"I had my mechanics build a fresh engine in the bike I used for the things that went wrong," Corser said. "In the second race, I could stay in the draft of the others for a while, but then the rear started to go off and I found that I was unable to get back on the gas to keep with Aaron and Carl. It's a pity because I noticed that Aaron wasn't moving much faster than I was through the corners and I'm sure I could have stayed with him till the end. The next round is Assen, where I usually go well, so we will just have to wait and see how things work out for the championship."

Goddard finished eighth, after having switched to a different Dunlop tire compound for race two.

"I had a great start, but then found I could not quite stay with the fastest guys. Once I settled into a race rhythm, I was pretty happy," the Australian said.

In the late stages of the race, Goddard was locked in battle with Gregorio Lavilla and Whitham and was poised to mount an attack for eighth place when he was forced to back off.

"I thought I heard a nasty engine noise and had to ease off to save the engine," Goddard said. "In the end I must have been mistaken, because we found nothing wrong with the bike."

Edwards finished in a disappointing ninth place after tire trouble again hampered his progress.

"I don't know where we went wrong this weekend, but it did go wrong," said a dejected Edwards. "The rear tire just wasn't working - same as the first race - but it is all over now. I'm down to fifth in the championship and right now I just want to put this weekend behind me and look forward to some success at Assen next Sunday."

Russell finished 11th after a lonesome race, well behind Hodgson, and equally far in front of his teammate Haga.

"The tires weren't great but the real reason was, the bike is down on top speed," Russell said. "It just doesn't like tracks like this. The bike was feeling good and I've got a lot of confidence with it. We made some progress from last year but not enough. I can ride it hard but there it was to no avail. I want to go to Assen, where the turns suit the bike and I can really go for it. I've only got two rounds left this season to get another good result and I think Assen will be the one for me." **CN**

A1-Ring
Zeltweg, Austria
Results: August 30, 1998 (Round 10 of 12)

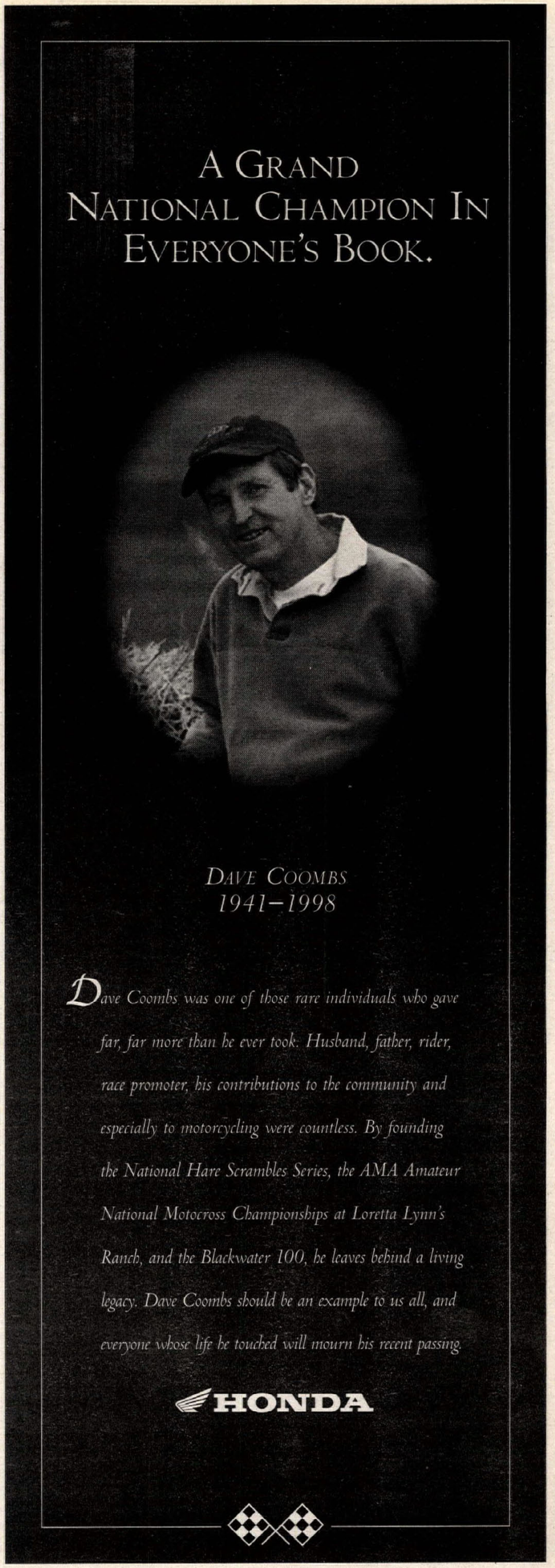
QUALIFYING: 1. Aaron Slight (1:30.340); 2. Akira Yanagawa (1:30.732); 3. James Whitham (1:30.847); 4. Troy Corser (1:30.939); 5. Pier-Francesco Chili (1:31.217); 6. Carl Fogarty (1:31.284); 7. Neil Hodgson (1:31.560); 8. Peter Goddard (1:31.568); 9. Colin Edwards II (1:31.754); 10. Andreas Meklau (1:31.818); 11. Scott Russell (1:31.856); 12. Noriyuki Haga (1:32.058); 13. Gregorio Lavilla (1:32.153); 14. Alessandro Gramigni (1:33.599); 15. Erkka Korpiaho (1:35.053); 16. Lucio Pedercini (1:35.263); 17. Mario Innamorati (1:33.883); 18. Igor Jerman (1:33.913); 19. Andrew Stroud (1:34.274); 20. Manfred Kainz (1:36.374); 21. Johann Wolfsteiner (1:36.610); 22. Gernot Szakolczai (1:36.645); 23. Frederic Protat (1:36.756); 24. Gerhard Esterer (1:36.871); 25. Christian Zaiser (1:37.139); 26. Sebastian Vitzthum (1:37.440); 27. Jiri Mrkyvka (1:37.619); 28. Ossi Niederkircher (1:37.913); 29. Ali Guettouche (1:38.409); 30. Vladimir Karban (1:38.687); 31. Franz Mundsperger (1:38.764); 32. Ernst Schuller (1:41.192); 33. Anton Rechberger (1:41.327).

RACE ONE: 1. Aaron Slight (Hon); 2. Pier-Francesco Chili (Duc); 3. Carl Fogarty (Duc); 4. Akira Yanagawa (Kaw); 5. James Whitham (Suz); 6. Troy Corser (Duc); 7. Colin Edwards II (Hon); 8. Neil Hodgson (Kaw); 9. Noriyuki Haga (Yam); 10. Peter Goddard (Suz); 11. Gregorio Lavilla (Duc); 12. Scott Russell (Yam); 13. Alessandro Gramigni (Duc); 14. Andreas Meklau (Duc); 15. Igor Jerman (Kaw); 16. Lucio Pedercini (Duc); 17. Erkka Korpiaho (Kaw); 18. Mario Innamorati (Kaw); 19. Johann Wolfsteiner (Kaw); 20. Gerhard Esterer (Kaw); 21. Jiri Mrkyvka (Hon); 22. Gernot Szakolczai (Kaw); 23. Vladimir Karban (Suz); 24. Ossi Niederkircher (Suz); 25. Ali Guettouche (Kaw); 26. Franz Mundsperger (Kaw).
Time: 38 min., 3.873 sec.
Distance: 25 laps, 66.929 miles
Average speed: 105.498 mph
Margin of victory: 1.155 sec.
Fastest lap: Pier-Francesco Chili, 1:30.447/106.557 mph

RACE TWO: 1. Aaron Slight (Hon); 2. Carl Fogarty (Duc); 3. Pier-Francesco Chili (Duc); 4. Akira Yanagawa (Kaw); 5. Troy Corser (Duc); 6. James Whitham (Suz); 7. Gregorio Lavilla (Duc); 8. Peter Goddard (Suz); 9. Colin Edwards II (Hon); 10. Neil Hodgson (Kaw); 11. Scott Russell (Yam); 12. Noriyuki Haga (Yam); 13. Andreas Meklau (Duc); 14. Alessandro Gramigni (Duc); 15. Igor Jerman (Kaw); 16. Erkka Korpiaho (Kaw); 17. Johann Wolfsteiner (Kaw); 18. Gerhard Esterer (Kaw); 19. Gernot Szakolczai (Kaw); 20. Ossi Niederkircher (Suz); 21. Ali Guettouche (Kaw).
Time: 38 min., 3.213 sec.
Distance: 25 laps, 66.929 miles
Average speed: 105.529 mph
Margin of victory: 0.181 sec.
Fastest lap: Troy Corser, 1:30.276/106.758 mph

WORLD SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 10 of 12 rounds): 1. Troy Corser (296.5/2 wins); 2. Aaron Slight (295/4); 3. Carl Fogarty (277.5/2); 4. Pier-Francesco Chili (264.5/4); 5. Colin Edwards II (249.5/3); 6. Noriyuki Haga (217/4); 7. Akira Yanagawa (158); 8. James Whitham (150); 9. Peter Goddard (124); 10. Scott Russell (108.5).

Upcoming Rounds:
Round 11 - Assen, Holland, September 6
Round 12 - Sugo, Japan, October 4



It all comes out in the wash

(Above) Chris "The Kid" Manchester (left) wound up with the AMA U.S. Open Championship Speedway title by default after rain washed away the five-man championship final. Here, Manchester runs outside Tom Sephton in heat-race action (right).
(Left) The beast from the East: Warren "The Warrior" Diem (center) scored 13 points on Sunday's championship night and claimed second place after the rainout. Diem was bullet-fast on his "box-stock" lay-down Jawa.

By Scott Rousseau

OWEGO, NY, AUG. 29-30

When Chris "The Kid" Manchester won the 1998 AMA U.S. Open Championship at New Champion Speedway without ever racing for it, the title brought with it some big ifs.

- *If* the rain hadn't come, would Manchester have been able to beat the star-studded field that included a former five-time U.S. Open Champion, the original Open title winner and a two-time World Champion, a top-ranked British League rider and former World title contender, and a salty 12-time Canadian National Speedway Champion?

- *If* New York's Warren "The Warrior" Diem had gotten a second chance at Manchester, could the 37-year-old East Coast speedway veteran have knocked off the kid?

- *If* Bobby "Boogaloo" Schwartz had gotten one of his patented rocketlike gates in the crucial championship final, might he now possess book-ended Open Championship crowns that span 20 years?

- *If* Josh Larsen or Len Dillon had gotten things to fall their way off the start, might one of them be the owner the U.S. Open loving cup?

Unfortunately, those questions cannot be answered this year, as the rain did come to New Champion Speedway and wipe away all the work that these and the rest of the 16-rider field put into what was shaping up to be a stellar speedway meeting that pitted east against west for the first time since 1992 for the 2000 fans who showed up over the course of two evenings.

And it would be hard to argue against the fact that Manchester, the 1992 U.S. National Champion, didn't earn it, as he was practically flawless over the two-day format that featured a 32-rider qualifier on Saturday and the 16-rider championship format on Sunday. During those two days, Manchester dropped only one race. In fact, on Sunday, when the title was on the line, he carded a 15-point maximum to lead all scorers into the two semis and last-chance qualifier that would whittle the field down to five riders for the U.S. Open final. But in the end, rider safety won out over finishing the meeting, and it was unanimously agreed upon by the riders and event promoter Jason Bonsignore that "Manny" should carry the title.

"I would have liked to have won it straight out," Manchester said. "We (riders) really wanted to do it for Jason, for the fans, and I wanted to win it for Team JBR. But we all got together and made this decision in the interest of our own safety. I'll be more than happy to come back next year for the rematch - I'm sure all of us will. It would have been a really good final."

Credited with second, based upon the reversion back to the riders' accumulated points in the regular heats only *after* he had qualified through to the final, was popular eastern rider Warren "The Warrior" Diem. The 37-year-old New Yorker from Conklin was more than a worthy contender for the invading Californians, and he proved it as he eventually beat all of them except Manchester over the course of the two days. The Southern Tier Insulation/Diem's Cycles/Bennett Used Auto Sales-backed Diem scored three heat wins and racked up 13 points on Sunday, showing that he still has what it takes to race with some of the best.

"Aw, maybe I'll ride speedway for one more year," Diem said. "Really, it was such a tremendous honor to race against these guys. I'm just an ol' flat-tracker, and they are some of the best speedway riders in the world on a long or a short track. What I'd really like to do is go back to California with 'em so that I can race 'em some more."

Awarded third, based on 11 heat points after winning the last-chance qualifier, was none other than ageless speedway veteran Bobby "Boogaloo" Schwartz, who somehow to this day manages to find himself competing in speedway motorcycle races around the planet. The two-time U.S. National and two-time World Best Pairs champion came to Owego to win but, in the end, was satisfied with his own performance - and with the decision of the group.

"I was very happy to make the main," the H-D of Westminster/Russell/STP/Quicksilver-backed Schwartz said. "I think that we made a wise decision, because someone was only going to get hurt. It was just going to be a one-line, follow-the-leader deal, and if one guy falls down, then he stands the chance of getting run over by the rest... It just wouldn't have been a good show for the fans. They'd seen the best racing already."

SATURDAY

On a warm Saturday evening, long before there was ever a hint of moisture, the 32-rider Open field was split into two groups or "pools" for the qualifying rounds, from which only the top eight on points in each pool would make the cut for Sunday's 16-rider Open Final competition. Saturday evening also marked the final go-around for New Champion Speedway's Support A and B divisions, and a full field of journeyman riders showed up to battle it out for bragging rights.

The opening race of the qualifiers also marked the first chance that Josh Larsen would get to take to the race track, as he had not been able to get in any practice on Friday evening, and Larsen would be forced into battle against multi-time Canadian National speedway champion "Lightning" Len Dillon as well as tough-running Canadian racer Patrick Ahlund. But Larsen was up to it, as he swept around both Canadians and Jeremiah Smith to take the lead off turn two before the race was restarted when Ahlund and Dillon collided and crashed. On the restart, it was more of the same, however, with Larsen picking up the win ahead of Dillon, Ahlund and Smith to claim three points.

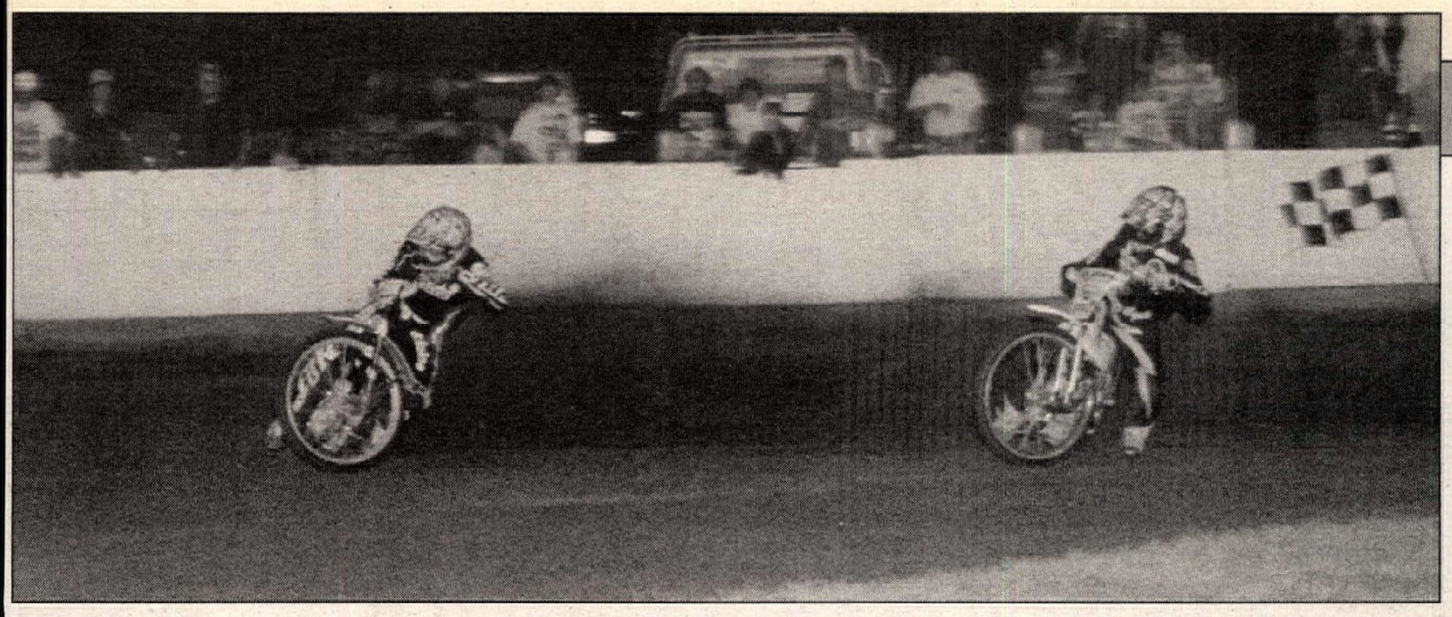
Race two provided the first upset of the night, as reigning New Champion Speedway track champion Lenny McBride went down at the hands of Canada's Nick Fafard, who made a rocket of a gate and then rode low enough to keep the anxious McBride, Howie Oakden and Tom Burge behind him and claim a huge win.

Race three was action-packed, as Bobby Schwartz came from gate three to tail Tom Sephton off the start, but Schwartz stayed on the gas and swept around the outside of Sephton down the back straight. Sephton pulled low and attempted to dive underneath Schwartz several times, to no avail. Schwartz took the win ahead of Sephton, Mike Cortese and Tim Matthewson.

Manchester took his first turn at the track in race number four, and the former U.S. National Champion took full advantage, as he blasted from gate four and ran the dirt line to perfection, scoring three points for the win, while Greg Hancock-lookalike Dave Oakden ran second, ahead of Chris Hesmer and Ken Pieper.

"It's not that bad," Manchester said of the race track. "The dirt is there, but you really have to hunt for it."

Five-time U.S. Open champion War-



(Above) Bobby "Boogaloo" Schwartz, who claimed the very first U.S. Open title, came back 20 years later and wound up being credited with third. (Right) Manchester (left) and Diem (right) engaged in the best battle of the night in heat 14. Diem held the lead for just over three laps before Manchester made a pass for the win.

ren Diem served notice that he was a serious threat for the title when he took to the track in heat five. Diem flat blew away 14-year-old sensation Cam Rafferty, Canada's Freddy Legault and Gaeton Carignan to claim the win by nearly a full straightaway at the finish. Another New York-area speedway veteran came through in heat six, as George "Lazorbeam" Lazor wheelied off the line from gate three and then hooked up and pulled clear of Andy Harris, Gary Hesmer and Mike Buman to take his first win of the night.

Bobby Cody got his night started off in an upside-down fashion - literally - in heat seven. Cody launched out of gate four and immediately looped out before he had even moved 10 feet from the tapes. Cody picked his bike up and continued on, scoring no points, while Bruce "The Mongoose" Nelson easily put away Bobby Muszynzki and Guy Fafard for the win.

Kelvin Herrala closed out the final heat of round one with a holeshot and a win over NJK Leathers' Kelcey Gordon and "Mean" Gene Bonsignore.

Cody got back on track at the start of the second round by tagging and bagging a wire-to-wire win over Sephton, Rafferty and Smith in race nine, while Lazor became the first rider to go two for two with his heat-10 win over Dave Oakden, JBR teammate Bonsignore and Nick Fafard. Schwartz remained on pace in the very next ride, as he claimed heat 11 over Muszynski, Legault and Ahlund.

Herrala, who is the track's caretaker during the season, showed that he knows a few things about how to get around it as well, when he jetted off the line and claimed his second straight win in heat 12; Herrala pulled clear of Pieper, Howie Oakden and Gary Hesmer. Nelson, too, remained on the lead pace with another flying start, which he used to easily outdistance Cortese, Carignan and an obviously struggling Dillon. Burge then came alive in heat 14 and scored a win to get himself back in the chase, while Hesmer also improved to a second-place finish. Otto was third and took a point, with Buman coming away empty-handed. Already, both riders' chances for advancement to the Sunday program were looking grim.

Diem broke the tapes and thus handicapped himself 10 yards in his showdown with Larsen, as one of the pair was going to have to drop at least a point off the lead pace. Nevertheless, Diem rode spectacularly, making up the distance and shadowing Larsen by the white-flag lap before inexplicably shutting off and letting the youngster get away. Diem looked around, got back on the gas and managed to take the two points for second, while Larsen scored an easier win than he deserved. Guy Fafard and Matthewson ran third and fourth.

"Brain fade," Diem explained with a laugh afterward. "I thought that I saw the checkered flag. Oh, well, that won't happen again. Next time I'll probably run an extra lap just to make sure."

Manchester owned the competition with another dominating display in heat 16, thus ending round two on six points. McBride ran second, but admitted to remaining in search of the hot setup.

"We're still trying to put it all together," McBride said. "The guy who loaned me this engine just had to loan me a fresh battery box, too. It's like that Murphy guy is at the track tonight, you know what I mean?"

After two rounds of racing, West Coast guys Schwartz and Larsen were dominating the A pool along with Nelson, while Diem sat a point back. On the B side of the ladder, Manchester, Herrala and Lazor remained undefeated.

Schwartz remained atop the field, with another brilliant win in heat 17, as he made a cracking start and then stretched his lead over Guy Fafard, Smith and Carignan, thus ensuring that he would be in the next night's Open final.

"All right!" Schwartz said. "I don't know, though. I'm still not totally comfortable with the track, and my bike is a lot older than some that are here. Tomorrow is when it counts."

Ken Pieper defeated Gordon in heat 18, with both riders now clearly in danger of being eliminated, while Nelson dropped points to Diem and Sephton in heat 19. Harris picked up his sole win of the night in heat 20, as he got around early leader Dave Oakden, whose two points for second nudged him closer to making the cut. Muszynski nailed down three big points over Rafferty, Dillon and Matthewson in heat 21. Manchester finally knocked off Lazor in heat 22. Cody solidified his chances of qualifying by running second to Larsen in heat 23. Larsen, of course, was definitely on his way through.

In heat 24, Bonsignore went from fourth to second to third, behind winner McBride and second-placed Chris Hesmer, both of whom were now looking good for Sunday. Bonsignore, however, was hanging on by a thread. He would need a win against the undefeated Manchester in heat 28 in order to have a mathematical chance at qualifying - talk about your longshots. Diem won heat 25.

Chris Hesmer pulled himself up by the bootstraps and earned a spot in the field with his win in heat 26, which put him on seven points. The scrappy Canadian was understandably in a celebratory mood.

"Man, I haven't had but two laps on this track all year," Hesmer said. "I knew that I could run with these guys. I just have to get used to this again."

Cody locked into the Sunday program as well, scoring his sixth, seventh and eighth points with a win in his final ride, heat 27.

Heat 28 would prove to be the big showdown between a desperate Bonsignore and Manchester, who no doubt wanted to remain unbeaten, even if it came at the hands of his JBR Racing teammate. But things went awry for Manchester, who snapped a chain and coasted into turn one, while Bonsignore got out front and held off Howie Oakden and Buman to just squeak into the big show on Sunday.

"I thought Chris was maybe throwing it to help me," Bonsignore said. "Either that, or I was just waiting for something to just go blowing by me, because I knew that I was going slow. I didn't ride very well tonight. Hopefully tomorrow will be different."

Manchester, meanwhile, was livid.

"It just sucks, because I didn't bring anything (equipment)," Manchester said. "I was told not to worry, that everything was organized. Well, it is far from organized."

Dillon scored his only regular heat win of the evening in heat 29 to earn the right to a runoff for a transfer spot to Sunday. A dejected Gordon was knocked out of contention in heat 30, as he ran last to winner Burge, Dave Oakden and Chris Hesmer.

Schwartz flat outgated Larsen in heat 31 to win and remain the only perfect rider all night. Lazor beat McBride in the final heat, with McBride's second placing guaranteeing him a spot in the Sunday final.

Sephton, Dillon and Rafferty closed the show with a runoff for the final spots in the program, with Sephton grabbing the win and Dillon running second. Rafferty crashed out, driving into the infield in turn three and going over the bars. Despite injuring his wrist, the tough 14-year-old would return on Sunday to take his spot as a reserve rider on the program.

SUNDAY

With the field pared down to 16 riders for Sunday, those riders faced 20 heats in five rounds of championship-style racing. The top eight points earners would then be split up and loaded into two semis, with the first two finishers in each going to the championship final. The last two would then have one more opportunity to transfer through, via the last-chance qualifier.

Diem came out hot and heavy in the opening heat, as he rocketed off of gate two and pulled cleanly away from Schwartz, who tried to reel him in. But Diem was hooked up to the tacky surface and he would not be headed. Harris and Muszynzki trailed Diem and Schwartz home.

"And this is a box-stock Jawa," Diem said of his lay-down machine. "Bill Cody told me that this is the way they come from the factory. I've never had a bike this good right out of the crate before."

Heat two was interrupted by a first-turn melee involving Cody and Sephton, who tangled in turn one and went down in a heap. Both riders took part in the restart, which was led by Sephton, but Manchester came off gate four and got a drive in the deep stuff to take the lead and pull away for the win, ahead of Sephton, Dillon and Cody.

Heat three was all Larsen from start to finish, as he put his pole starting position to good use. Herrala dived under Dave Hesmer in turn four on the last lap to rob him of the second spot, while Dave Oakden was stuck with the goose egg.

And Lazor proved that the races were winnable from all four gate positions, as he scored a win over Nelson, McBride and Bonsignore in the final heat of the first round. Nelson, meanwhile, came from last and performed a low-side double-pass on McBride and Bonsignore up the front straightaway on lap three for a popular second-place finish. Nelson then upped his tally to five points with a win in the opening heat of the second round.

Larsen and Diem were the first two undefeated riders to run against each other as they squared off from gates two and three, respectively, in heat six. Larsen got the drop on Diem off the line, but "The Warrior" refused to relent and vigorously pursued the outside. Larsen, however, played it smart by taking as much of the race track as he could to prevent Diem from making a pass, and held him off by half a wheel.

"I feel pretty good," Larsen said. "I'm getting good starts, but there's only one start that's going to count tonight, and that's in the main event."

Sephton was ruled the winner of heat seven after Oakden crashed and brought out a red flag after the race was half over.

Schwartz and Manchester may have been wishing for motocross bikes when they met in heat eight, as the track was getting rough in the low groove through the turns. Manchester got the start, and uncharacteristically pulled it down to run the low side, while Schwartz moved just off Manny's rear wheel and looked for an opening. The pair did a synchronized bump-and-jump for four laps, with Manchester notching another win.

SPEEDWAY

AMA U.S. OPEN CHAMPIONSHIP

(Left) Josh Larsen scored 10 points via steady riding and lightning gates to take home fourth place.
(Above) Nu Yalk style: (left to right) New Champion Speedway regulars Bruce "The Mongoose" Nelson, George "Lazor Beam" Lazor, Lenny McBride and "Mean" Gene Bonsignore leap from the gate.
(Below) Bobby Cody (far left), son of Jawa speedway bike importer Bill Cody, launched his speedway comeback - literally - during Saturday's qualifiers. Cody looped out here but came back to make Sunday's program, and then promptly retired again.

"I knew I had to run down there, because I know 'Boogaloo' is the only guy who could pass me on the pole," Manchester said. "It was really getting rough, but I had to hang in there and take the beating. It was cool, though, because I could hear him outside of me, and I knew that I could race close with him, because he's a great rider. I trust Bobby 100 percent."

Lazor quietly grabbed another win in heat nine, over Dillon, Harris and Oakden. Diem won heat 10 from gate four to remain just one point off the lead pace, while Manchester came back and won heat 11 to remain perfect, with nine points from three rides.

Heat 12 was filled with controversy, as three of the four riders rolled into the tapes, causing a delay in the start. As they rolled back, the lower tape broke over Schwartz's front fender, but the referee allowed all four to restart without penalty. Then Larsen and Sephton were (again) involved in a gnarly first-turn pileup in heat 12, with both taking several minutes to get up. Meanwhile, the crowd - and some of his fellow riders - began to grumble about Schwartz being allowed to participate from the scratch line, which so incensed Schwartz that he threatened to pull out of the meeting. Schwartz did return to the track, and scored the win over Nelson, Sephton and Larsen (whose bike was sputtering) before returning to the pits, where there was more verbal rumbling - even among the Californians - before cooler heads prevailed.

Battered and bruised from all the time that he had spent on the ground, Sephton finally scored a win in heat 13, as he exited from the pole starting spot and outran McBride, Harris and a ground-looping Hesmer.

"I don't know what my problem is," a disappointed Sephton said. "Maybe I'm just trying too hard."

Heat 14 was undoubtedly the best race of the night, as Manchester and Diem raged around the track, wheel to wheel, for 3 ½ laps. Diem came off the pole and got the better of Manchester (who came from gate three) when the tapes went up. But Manchester toughed it and out pulled alongside Diem, content to use what little room that Diem was giving him on the outside to set up an attack. The crowd roared as the two ran side by side in the turns and on the straights, before Diem finally made a fatal mistake. Diem hooked up in front of Manchester on the exit of turn two and shot across the track in front of him, allowing Manny to park it, square it off and drive up the inside to take the point, which he held throughout the final two turns for the victory. The crowd loved it.

"That was great," Manchester said. "I was already parking it when he hooked up and came across in front of me. I just made that park work for me."

Larsen rebounded and won heat 15, but only after a red flag, as Cody hooked up and wheelied into Muszynzki coming off turn two in a grinding crash which seriously shook up both riders. Both eventually got up, but Cody decided enough was enough, and he pulled out of the meeting.

"I hurt my hand again in that earlier crash, and I was just telling Jason (Bonsignore) that if the holes got any worse, it was going to be hard to hang on, so I guess I just jinxed myself," Cody said. "It's not worth hurting myself, and I don't want to hurt anybody else. I'm done. That's it. So don't worry, Mom, there are no plans for some sort of comeback. Any thoughts that I might have had are gone now."

The meeting continued, with Dillon scoring a much-needed win in heat 16 to propel him toward the elite eight. In the final round, Manchester finished on a 15-point maximum, when he topped Bonsignore, while a disappointed Larsen dropped to third in heat 17. Diem won his final heat, heat 18, to finish on 13 points. Nelson picked up the win in heat 19, to finish up with 11, while Dillon finished second for a final score of eight. Schwartz defeated an off-pace McBride, Oakden and reserve rider Cam Rafferty to close out the heat races.

Then the rain came in force.

SEMIS

After tallying up the points, Manchester led all scorers with 18, while Dillon had just made the cut, with eight. That duo was joined by Nelson and Lazor for the first semi, as the rain came down even harder. The damage was already done to the racing surface, and Manchester played it smart by finding what traction he could in the deep dirt to run ahead of Dillon, who followed him. Lazor did the same, while Nelson gambled on the icy groove and wound up crashing twice during the race. In the end, Manchester and Dillon were through to the final.

"I didn't know where I was supposed to line up out there, and when I saw that they had left me gate four, it was like, 'Thank you, thank you, thank you,'" Manchester said.

Diem, Schwartz, Larsen and Sephton loaded into the gates for the second semi, with Diem getting the jump and following Manchester's cue to run the outside and take the win, with Larsen and Schwartz shadowing him to the finish.

By the time the last chance qualifier took to the track, it was "couples only." Schwartz knew the waltz, and claimed the win to become the final entrant in the U.S. Open main event.

And that's where it ended, unfortunately, for the fans, the riders and the promoter. But 35 minutes of rain could not wash away the renewed good will and sense of camaraderie felt among the eastern and western riders. Perhaps Manchester, the new U.S. Open Champion put it best.

"At the end of the day, I had a lot of fun," Manchester said. "That's what counts anyway, because we sure weren't doing this for the money!" CN

New Champion Speedway
Owego, New York
Results: August 29-30, 1998

Saturday

A POOL (17 riders, top 8 qualify for U.S. Open): 1. Bobby Schwartz (GM) 12 points; 2. (TIE) Josh Larsen (GM)/Warren Diem (Jaw) 11; 4. Bobby Muszynski (GM) 8; 5. Bobby Cody (Jaw) 8; 6. Bruce Nelson (Gdn) 7; 7. (TIE) Tom Sephton (Gdn)/Len Dillon (Jaw) 6; 9. Cam Rafferty, 6; 10. (TIE) Fred Legault (Jaw)/Guy Fafard (Jaw) 5; 12. Mike Cortese (Gdn) 3; 13. (TIE) Frank Watson (Gdn)/Jeremiah Smith (Jaw) 2; 15. (TIE) Tim Matthewson (Gdn)/Gaeton Carignan (Jaw)/Patrick Ahlund (GM) 1.

B POOL (16 riders, top eight qualify for U.S. Open): 1. George Lazor (Jaw) 11 points; 2. (TIE) Chris Manchester (Jaw)/Lenny McBride (Gdn) 9; 4. (TIE) Kelvin Herrala (Gdn)/Chris Hesmer (GM)/Andy Harris (Jaw) 8; 7. Dave Oakden (Jaw)/Gene Bonsignore (Jaw) 7; 9. Ken Pieper (Gdn)/Tom Burge (Gdn)/Howie Oakden (Jaw) 6; 12. Nick Fafard (Jaw) 4; 13. Kelsey Gordon (Wes) 3; 14. Gary Hesmer (Jaw) 2; 15 (TIE) Mike Buman/Matt Otto (Jaw) 1.

SUP A (4 laps; 4 riders): 1. Joe Vininsky (Wes); 2. Joe Green (Wes); 3. Dave Greenier (Jaw); 4. Dave Smith (Jaw).

SUP B (4 laps; 6 riders): 1. Todd Hunter (Wes); 2. Kendall Brookes (Jaw); 3. Jay Stalma (Jaw); 4. Karl Humphreys (Jaw); 5. Mike Robinson (Jaw); 6. Aaron Hesmer (Tri).

Sunday

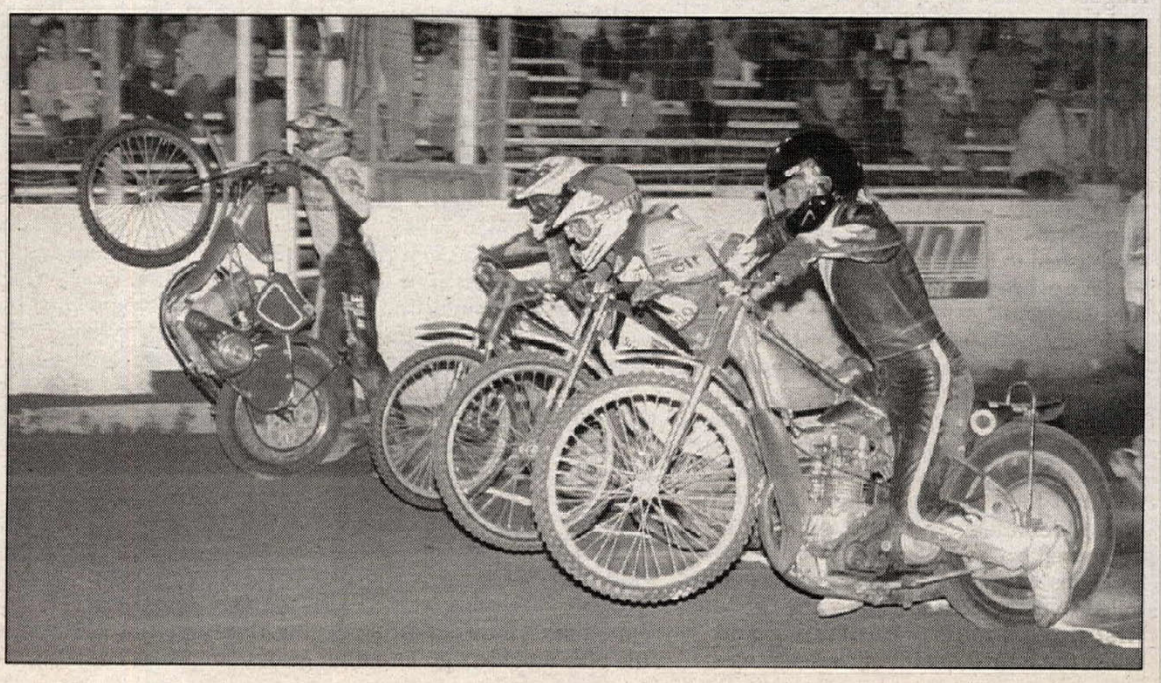
O/A POINTS (16 riders + 1 reserve, top eight on points qualify for semis): 1. Chris Manchester (Jaw) 15 pts; 2. Warren Diem (Jaw) 13; 3. (TIE) Bobby Schwartz (GM)/Bruce Nelson (Gdn)/George Lazor (Jaw) 11; 6. (TIE) Tom Sephton (Gdn)/Josh Larsen (GM) 10; 8. Lenny McBride (Gdn) 9; 10. Len Dillon (Jaw) 8; 11. Bobby Muszynski (GM) 5; 12. (TIE) Kelvin Herrala (Gdn)/Gene Bonsignore (Jaw)/Bobby Cody (Jaw) 4; 14. Andy Harris (Jaw) 3; 15. Chris Hesmer (GM) 2; 16. (TIE) Dave Oakden (Jaw)/(R) Cam Rafferty (Gdn) 0.

SEMI 1 (4 laps; 4 riders, top 2 transfer to U.S. Open C'ship final): 1. Chris Manchester (Jaw); 2. Len Dillon (Jaw); 3. George Lazor (Jaw); 4. Bruce Nelson (Gdn).

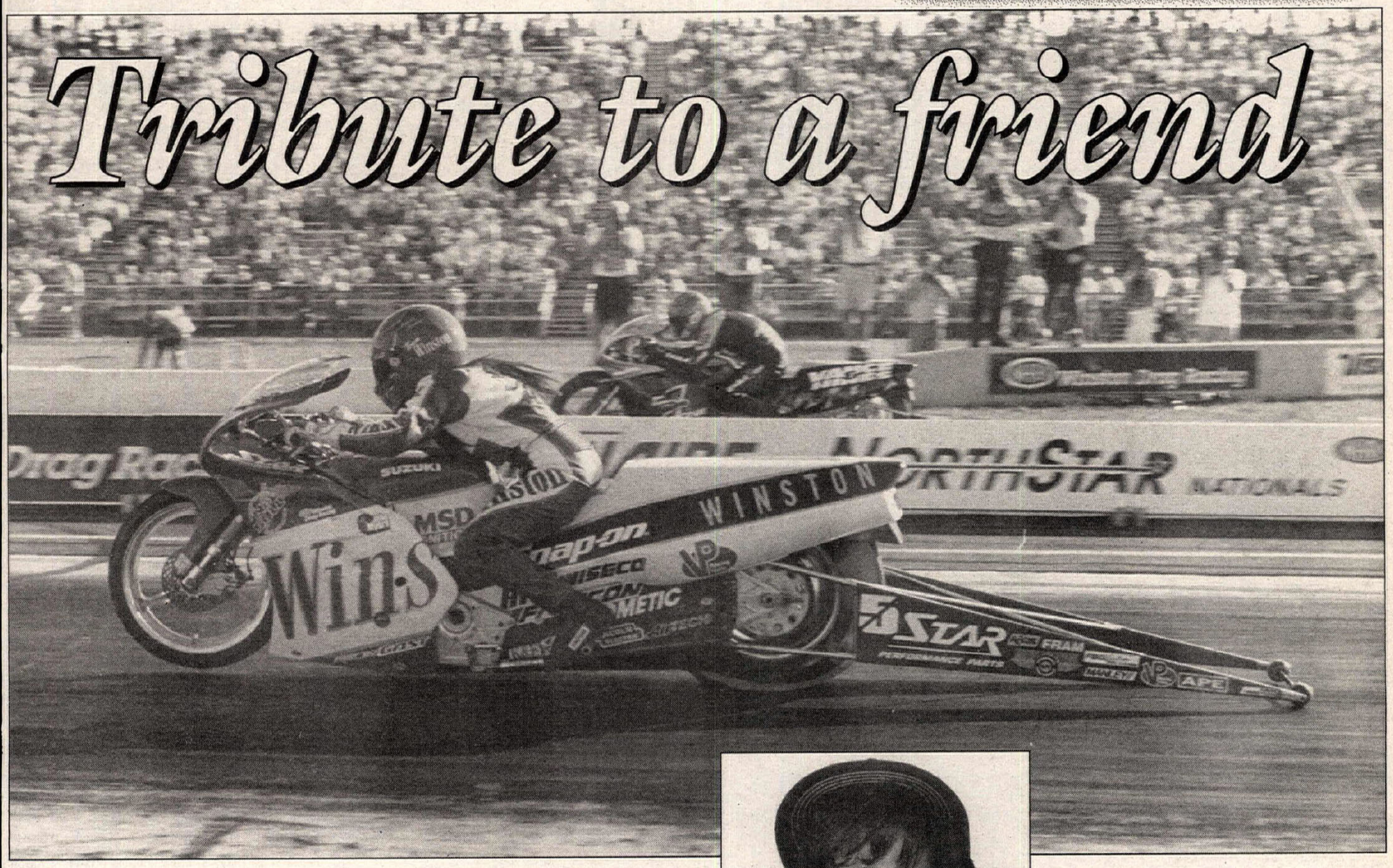
SEMI 2: (4 laps; 4 riders, top 2 transfer to U.S. Open C'ship final): 1. Warren Diem (Jaw); 2. Josh Larsen (Jaw); 3. Bobby Schwartz (GM); 4. Tom Sephton (Gdn).

LCQ (4 laps; 4 riders, winner transfers to U.S. Open C'ship final): 1. Bobby Schwartz (GM); 2. Bruce Nelson (Gdn); 3. George Lazor (Jaw); 4. Tom Sephton (Gdn).

U.S. OPEN C'SHIP FINAL (5 riders, positions awarded to semi qualifiers, based on overall points, due to rainout): 1. Chris Manchester (Jaw); 2. Warren Diem (Jaw); 3. Bobby Schwartz (GM); 4. Josh Larsen (GM); 5. Len Dillon (Jaw).



Tribute to a friend



(Above) Angelle Seeling (near lane) made a great run on her Team Winston Suzuki, but it wasn't enough to keep Matt Hines (far lane) from winning his eighth race in nine attempts this year.
(Left) Seeling, the only rider other than Hines to win an event this year, solidified her hold on second place in the points standings with her fourth runner-up finish of the season.

By Kevin McKenna

BRAINERD, MN, AUG. 21-23

Matt Hines won again, but unlike many of his seven previous wins in the 1998 NHRA Winston Pro Stock Bike Series, there was no wild postrace celebration, and the traditional winner's circle ceremony was far more subdued than usual.

From the time he arrived at Brainerd International Raceway until he crossed the finish line .028 of a second ahead of Angelle Seeling in the final round three days later, Hine's thoughts - and those of virtually every other competitor at the VisionAire NorthStar Nationals - were with three-time Winston Pro Stock champion John Myers, who was killed August 9 following a highway accident on his street bike near his home in Birmingham, Alabama.

As a show of support for Myers' widow, Kerry, and their 22-month-old daughter, Christina, all 16 Pro Stock Bike qualifiers in Brainerd agreed to donate their winnings from the event, which total more than $20,000, to the John Myers Memorial Fund, which was established to help Myers' family.

"We were messed up pretty good this weekend," said Hines, who defeated Myers in his last-ever race last month in Denver. "Between losing John and the month layoff between Denver and this race, it was hard to get my mind on racing. John Myers has been racing in this class for as long as I can remember, and it didn't feel right to be here without him. It definitely took me a few runs to get myself back in the groove."

Hines' struggles were evident as he failed to make a clean run in any of the first three qualifying attempts, and when the fourth qualifying session was lost due to rain, the runaway points leader finished fourth in the field of 16 - the first time he has not taken the $1000 NHRA low-qualifier bonus this season. Only one other time in his career has Hines failed to qualify in the top three, the first being the third race of his rookie campaign in 1996.

"I double-clutched the bike on two runs, and then we missed the tuneup on the other," Hines noted. "There's nothing wrong with the bike - we're not down on power or anything - but we just didn't make a clean run when it counted. If we had gotten that last session in, I think we could have run quick enough to set the track record, or at least take over the number-one spot, but there was nothing we could do about that."

Hines' miscue gave local favorite John Smith an opportunity to take his first pole position with a 7.46 aboard John Noard's Anoka-Ramsey Sport Center Suzuki GSX-R. Smith, however, couldn't capitalize on the favorable starting spot, as he was beaten by rookie contender Tony Mullen in round two in one of the closest races of the day, 7.48 to 7.48.

"We lost and we're frustrated right now," Smith said. "No matter what we do, it seems like someone always steps up and makes a great run against us, or we shoot ourselves in the foot and make a bad run. Either way, we haven't been able to win rounds like we are used to."

Following an unspectacular 7.48-7.73 win over Craig Treble in round one, the sleeping giant awakened in round two, as Hines put up a 7.39 to stop six- time Winston Pro Bike champ Dave Schultz and put nearly a tenth on the field.

"It's about time we got our act together," Hines said. "We slipped the clutch bad in the first round, and then the bike wouldn't go into high gear, but luckily we got it right against Dave."

Hines maintained his performance edge in the semis and routed Mullen's Bell Additives Suzuki, 7.40-7.48, to earn a spot in his 24th career final round.

After a single run in the opening round when C.J. Smith couldn't repair the engine in the field's lone Kawasaki, Seeling downed Steve Johnson, 7.53-7.70, and moved into the final with a 7.51-7.71 win over Gary Tonglet's Plasti Dip Suzuki.

Heading into the final, Seeling and her Team Winston crew were faced with the familiar problem of finding the performance to keep up with Hines. In addition to their routine maintenance, team owner George Bryce and crew chief Ken Johnson replaced a set of tires and hoped for the best as Seeling attempted to break a zero-for-four slump against the Vance & Hines Suzuki.

Seeling improved by six-hundredths of a second over her semifinal performance with a 7.44, but it wasn't enough as Hines surged ahead in the last few feet of the track to take the win with a 7.42.

"I have blinders on the sides of my helmet so I couldn't see her, but I could hear her all the way, and that wasn't a good sign," said Hines. "I was so concerned about her passing me that I almost forgot to hit high gear. I thought I was ahead, but you're never sure until the win light comes on in your lane."

"This time, I really thought I had him," said Seeling, who also couldn't see her opponent, but she knew the race was close. "I'm proud of my team because they changed everything on the bike and we managed to pick up six-hundredths of a second in the bad lane. It just wasn't enough. It's frustrating when you get that close and then don't win, but at least I'm getting close. I don't really care how close to him I am in the points, because none of us can catch him now. I just want to make sure I stay in second." CN

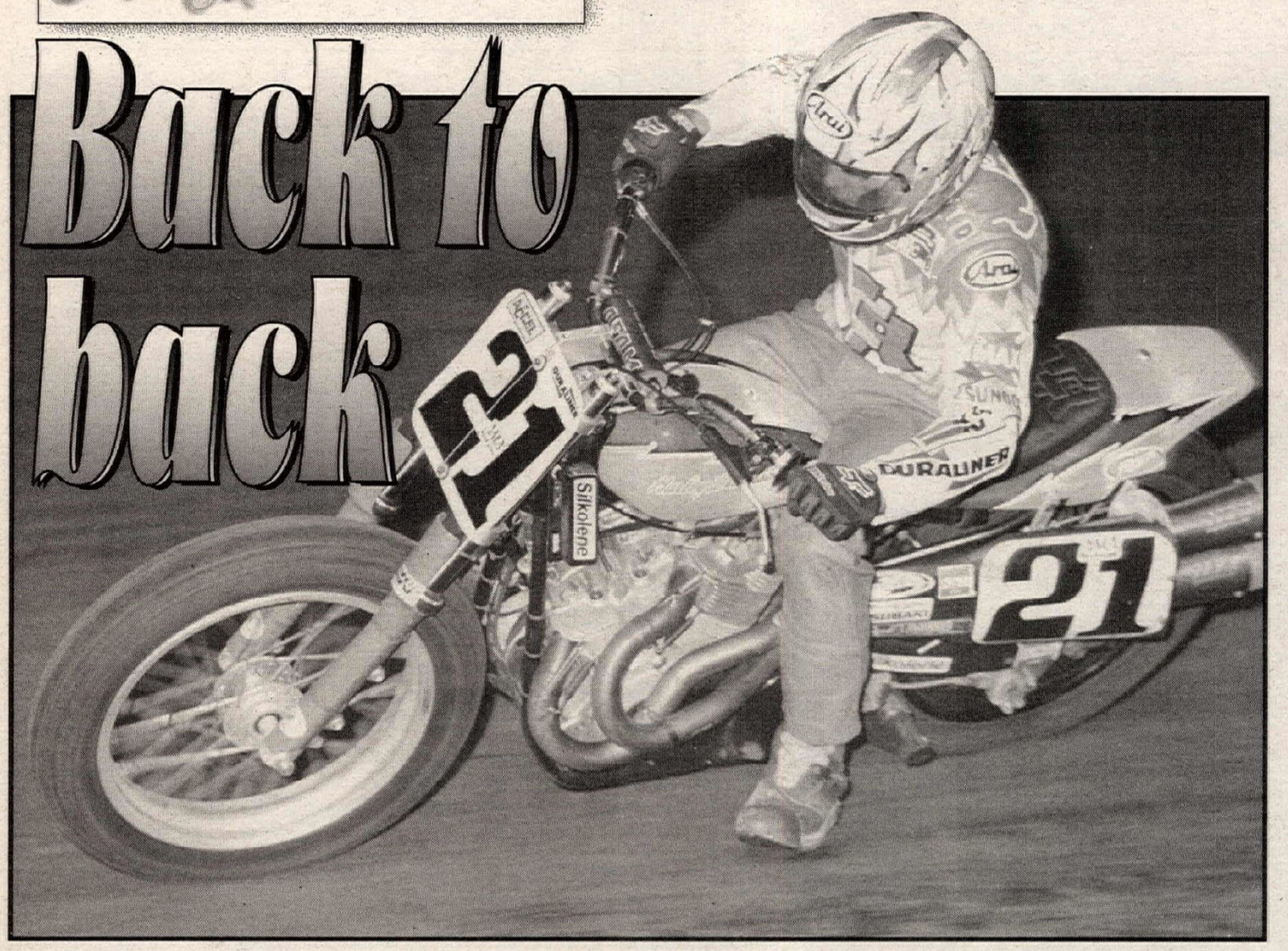
Brainerd International Raceway
Brainerd, Minnesota
Results: August 21-23 (Round 9 of 14)

PRO STOCK FINAL: 1. Matt Hines (Suz) 7.42, 180.79; 2. Angelle Seeling (Suz) 7.44, 182.55.

Upcoming Rounds:
Round 10 - Indianapolis, IN, September 2-7
Round 11 - Reading, PA, September 17-20

Round 14: State Fair Speedway

Back to back



By Dave Hoenig
Photos by Flat Trak Fotos

SEDALIA, MO, AUG. 29

Although the AMA's Grand National Dirt Track Series traveled some 960 miles to the west, it did little to change the results from a week ago. For the second successive race, Will Davis, Kevin Varnes and Steve Morehead claimed the podium positions. Unlike last week, however, when Varnes and Davis walked away from the field, this week's race was a constant shuffle from the bottom to the top.

As the night wore on, the Missouri State Fairgrounds half mile track developed several lines, which resulted in an action-packed 25-lap race. Tommy Cummings Racing/Michigan Harley-Davidson Dealers/Loral Lake Racing-backed Davis took the lead away from Morehead on lap five, then relinquished it again around lap 16 - only to charge back to the front again.

"Steve (Morehead) was really after me, but when I passed him the first time, I thought I'd get away," said Davis, who also won the Sedalia National last year. "He was riding the same line as I was and I thought I was faster."

But it wasn't going to be that easy, as Morehead locked on to Davis' rear wheel. Complicating things were the seven other riders who were solidly in the hunt. Joe Kopp (who had led the first lap), Rich King, Scott Parker, Chris Carr and Kevin Varnes were all in position to take a shot at Davis.

All night, the groove had developed on the bottom of the track, but the smooth line just above the groove looked very tempting as the moisture started to rise as National time came around.

"When I got in front, I could hear someone, but I didn't know who it was," Davis said. "Then he (Morehead) passed me coming out of four on the outside, and that surprised me. I kept hearing them coming, but I didn't think they were above me. I thought they had moved down on the groove and caught me, because I was trying to work the top and it kind of went away for me. I figured they were on the bottom, so I moved to the bottom and then he passed me on the top. I saw what he was doing and two laps later he left me a hole getting in; I went under and was able to sneak by."

The laps wore down and the drama intensified. There were battles raging all through the field at the midpoint of the race, but it was Davis, Morehead and Kopp holding a small advantage over King, Varnes, Parker and Carr. Like an accordion, the pack would continually stretch out and then close back up.

The F&S Harley-Davidson/KK Motorcycle Supply-backed Morehead looked poised to win his 23rd National as he stalked Davis, but the veteran wasn't alone. Varnes had charged up from seventh place on the first lap to hook on to the back of Morehead's Harley. On the last lap, Morehead made his move.

"I didn't want to settle for second, and it cost me," Morehead said. "I just hauled it in there, trying to roll around the outside of Will (Davis). He was getting sideways in the middle of one and two and hanging there. I thought if I could run it in there, I'd roll on around him in a last-ditch effort. I knew Kevin (Varnes) was there, but I wanted to go for it - it was close enough to make a race out of it. If I could have got a run on Will, I could have beat him off the corner because I was getting off better than he was."

When the dust settled, it was Rose Racing/Schaeffer's Harley-Davidson/B&B Trading's Varnes in the runner-up spot.

"Steve just messed up," Varnes said. "He got in to turn one too hard and went off the groove a little bit. It was just a present for me, I guess. I wish I would have gotten a good start - I know I could have done better yet."

Morehead settled for third over Kopp on his Carl Patrick-built, Missouri Harley-Davidson/Dave Burks Racing Harley. Kopp had led the first lap and was running strong.

"I think that was about the best chance I've had of winning a 750 Grand National," said Kopp. "The first 15 laps, I just couldn't get in front of them. I was trying to set up Steve down in turn three, but couldn't make it stick, as he'd get a good drive off four. I could have been ugly and went up high and pushed him out, but I didn't want to do that."

Carr pulled away from a racelong battle with Parker and slipped his Harley-Davidson of Sacramento/Phoenix Racing/RC Digital entry around King's Corbin Racing/Super-Trapp Honda by on the last lap to take fifth place.

"I was somewhat surprised that the top side of the track came in, and I was sticking to my guns and running down low," Carr said. "It wasn't that the top was that much faster, but I couldn't move on guys much. Scotty (Parker) set me up on the outside and got by me. So I moved up and got back by him again. It felt like I was going really good and was catching the lead pack. Even though we were riding high, it was still tough to pass - it seemed like it was one line right on the edge of the groove. I was able to inch up and put some pressure on King and there towards the end I think he got a little conservative going into turn three and I was able to squeeze by and beat him to the line."

King's problems were a little more than being conservative.

"I caught up to the leaders, but my tire chunked up," King explained. "I felt real comfortable, then all of a sudden it started getting squirrelly going into the corners. Then it wouldn't come off the corner, either. I was setting right there and was just biding my time. I was just really hoping to score big on some of these half miles - it just hasn't happened."

That left Parker the last of the lead group. Parker had kept his Harley-

(Above) Will Davis won his second successive AMA Grand National Dirt Track when the series moved to Sedalia. In the process, Davis took over the lead in the Grand National Championship. (Right) Steve Morehead (42) and Kevin Varnes (89) battle over second place in the National.

(Above) Scott Parker (1) and Chris Carr (4) tussled over the fifth-place position for much of the race. Carr ended up fifth with Parker seventh.
(Right) Varnes, Davis and Morehead celebrate their one-two-three finishes in the National.

Davidson Motor Co./AGV/HOG-sponsored Harley in the hunt, but he came up short in the closing laps.

"I was going as fast as they were; they were just ahead of me," Parker said of what would be a seventh-place finish. "There towards the end I sort of bailed out. I had to hustle to make it happen and I couldn't keep hustling that long and just fell back a little bit."

Kenny Coolbeth was another victim of a last-lap pass. Bryan Bigelow put Coolbeth and his Harley-Davidson of Missouri/Dave Burks Racing Harley into a USC Racing/Lancaster Harley-Davidson/Dodge Brothers sandwich, as Dan Butler rounded out the top 10.

Jess Roeder moved closer to clinching the Harley-Davidson Sportster Performance Series title with a wire-to-wire win on his Miller Electric-backed Sportster. Shaun Russell brought his Bartel's Harley-Davidson mount home second and is now 48 points behind Roeder.

Davis' win - his fourth of the season - moves him into the championship points lead by two points over Parker, 225-223. King and Carr, meanwhile, are lurking close behind with 220 and 214 points, respectively.

HEATS

In a mild surprise, Morehead ran the fastest of the five four-lap qualifying heats, putting him on the pole for the first of the 10-lap heat races. Varnes was the quickest off the line and led into turn one ahead of a three-rider pack consisting of J.R. Schnabel, Morehead and Greg Teague.

Varnes slipped up just to the outside of the groove and pulled away as Morehead took over a solid second. Team Powell/Bill & Carolyn Powell/Van Beek Harley-Davidson's Schnabel secured an equally solid third over Brett Landes, Teague and Dale Jenneman.

Early in the second heat, Will Davis looked like he might also make it a runaway, but a bobble in turn two let Carr right back into the race.

As the lead duo pulled away, Ken Coolbeth was trying to hold off the charging Paul Morgan. Morgan powered his Coziahr Harley-Davidson/Buck/Jono's-backed Harley into third, but Coolbeth didn't give up. Coolbeth repeatedly tried to use the high line, but it wasn't there yet, and he was semi bound, along with Terry Poovey and Shaun Russell.

The third heat was by far the best race of the night up to this point. Kopp rocketed in the lead with Nicky Hayden, Geo Roeder, Dan Butler, Willie McCoy and Parker all giving chase. Then, on the second lap in turn four, Roeder went down. The race continued with Kopp trying make the bottom work while Butler came to the front using an extremely high line. A short distance back, Parker and Hayden were using the same strategy. Parker used the low line to slip around the rookie, but Hayden kept storming back as he strained for traction on the high line. Butler temporarily wrested the lead from Kopp on lap seven, but it didn't last.

Butler's frantic charge electrified the large crowd.

"That was great, me and Joe," Butler said. "That's what I love to do - ride up around top, especially being the first one of the night to do it. I could hear the crowd just yelling and screaming. When you can hear the crowd as you go down the front straight, that's fun. That just makes me go that much harder."

Parker slowly pulled free of Hayden's challenge and also moved to the National. Hayden, meanwhile, led Paul Bergstrom and Dan Stanley into the semis.

The last heat was pretty tame after the third-heat fireworks. King easily won over an equally impressive Bryan Bigelow. Bigelow, this year's leading Rookie of the Year candidate, finished well ahead of last year's top rookie, Johnny Murphree and his Fred Schmulbach Racing/Eddie Adkins Racing Harley.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

Roeder got the holeshot and led every lap of the 12-lap race.

"I've never led one of these all the way," Roeder said. "Usually if I get the lead early, I screw up somewhere."

Shaun Russell settled into second, where, at the crossed flags, he came under the challenge of Scott Stump. This seemed to put a charge into Russell and he closed on Roeder with just four laps to go. Russell moved to the outside and started to give Roeder a run for his money.

"My dad told me before the race to stay on the bottom until somebody passed me and that was close enough for me," Roeder said. "I moved up a little and picked up the pace."

While this was going on, Willie McCoy pushed his DPC Racing/Tilley Harley-Davidson around the Gutteridge Harley-Davidson/Vance & Hines-backed Stump for third.

Skip Fordyce's Billy Martin easily held down fifth while Paul Bergstrom topped a tight battle with Gary Rogers and James Hart for sixth. Victor McAnally and Brian Kromroy rounded out the top 10.

SEMIS

The three eight-lap semis would place the last six riders into the National, but the third- and fourth-placed riders from each would also move on to the third annual Don and Gary Scanlan Memorial Dash For Cash.

Brett Landes led the first semi into turn one, only to give way to Poovey and his USC Racing/Sakaida/Salpaka-sponsored Harley. Landes quickly recovered on his Audiovox/Quaker State/Donahue Harley-Davidson mount and started applying pressure all around the track. On lap six, Gary Rogers and Paul Bergstrom joined in on the fun, but the youngsters would come up just short as Poovey and Landes went to the National. Rogers and Bergstrom, meanwhile, were headed to the Dash.

Mike Varnes led the second semi off the start, but Coolbeth was at the helm at the end of the first lap. Coolbeth powered away as Varnes was left to fend off the desperate charge of Dan Stanley. Stanley was blasting around the high line but couldn't force his way past the White's Harley-Davidson/Schaeffer's Harley-Davidson-backed Varnes.

Greg Teague held off Wade Camlin for the last spot in the Dash.

Shaun Russell led his Bartel's Harley-Davidson teammate Jay Springsteen into the first turn of the last semi, but the veteran Springsteen quickly set his young apprentice back. Another veteran, Dale Jenneman, then worked his way into second and for several laps it appeared the final order was set. Tommy Cumming's Racing/Michigan Harley-Davidson Dealers-backed Hayden had other ideas, though, as he found a line coming out of turn two.

On consecutive laps, Hayden used a classic high-low line to blast by first Russell and then Jenneman, and into his ninth National final of the year. Jenneman and Russell would have to quickly turn around and ride the Dash.

DON & GARY SCANLAN MEMORIAL

Russell led the five-lap Dash around the first time, but Stanley just exploded out of turn two and held a huge lead at the end of lap two.

Stanley went on to an easy win as Russell held off Bergstrom, Jenneman, Rogers and Teague for second.

After his third-place finish in his semi, the solid win helped take a little of the sting out of not making the National.

"That felt good. It's just too bad I couldn't find that spot in the semi and put the Gardner Racing/Walters Brothers Harley-Davidson into the National, but this helps out a little," said Stanley.

GRAND NATIONAL

Varnes' fast heat-race time gave him the first choice of starting position for the 25-lap National. He moved right to the top of row one, flanked (on his left) by Kopp, Davis, King, Carr and Morehead.

The second row had Butler on the outside, then Schnabel, Murphree, the spot vacated by Morgan (he would start from the fourth row on a backup bike), Bigelow and Parker. The third row had Mike Varnes on the outside, with Hayden, Landes, Poovey, Coolbeth and Springsteen rounding out the field.

Morehead, Carr and King hit turn one as Kevin Varnes squandered his starting spot.

"I took a practice start and the thing took off great," Varnes explained. "Then, in the real start, I spun that thing all the way into the first turn."

Kopp somehow slipped into the lead on the first lap, but Morehead and Davis dropped him to third after two laps.

"I think I led three different times," said Morehead. "I was leading. Then Kopp passed me and I passed him back. Then Will passed me and I passed him back."

Davis took over on lap five. So many times on a half mile, after the first passing takes place, a routine sets in that will signal the end of close racing. Not tonight. Davis' lead went uncontested for a couple of laps while Kopp and Morehead battled away.

"I got a pretty good start - about third off the line, I guess," Kopp said. "There was a lot of moisture up top early and my bike was working excel-

lent. It started drying out with six or seven laps to go and I started having a hard time getting it to bite."

The man on the move now was Kevin Varnes.

"I just kept plugging away and the next thing you know, here comes Kevin around on the outside in turn one," Kopp said. "I started going higher and higher, but I think everyone moved up and it dried out real quick. I just couldn't get off turn two like I was earlier. I think I was getting through three and four better, but it was turn two that I was making up time on early."

This was 17 laps into the main, and Varnes wasn't through just yet.

"I was able to make most of my passes on the outside, coming out of turn four," Varnes said. "They were trying to turn and square off the corner, but I was letting it drift and kept up my momentum. They made me work for that one. This definitely gets me motivated for Springfield."

At the tail of the lead pack, Carr and Parker were having a heated battle over sixth. Lap 17 was also when Carr put Parker away and started his pursuit of King.

"I wasn't fast enough to gain big chunks and I wasn't really fast enough to put any moves on anybody," said Carr. "I was behind Rich for probably seven or eight laps before I found a way by him."

Davis was in command for much of the race, but it was tenuous at best.

"The track had really changed from what it was earlier and none of us knew what we were up against," Davis said. "At first there was more moisture up top, but after five or six laps, where I was running seemed to dry out. That's why I moved back to the bottom and they actually just moved a little higher yet. When I passed Steve back, I moved up to where he was running. I knew he was going to take a run at me, but I didn't know where it would be. Here, when you're running out front, the thing is that you don't want to get in way over your head and make a dumb mistake and get in the marbles. I made up my mind that I was going to make him go past me, not make a mistake and give it to him. It's tough. You know they're going to be charging, but you don't want to make a mistake and give it to them. I was trying to take a little of the bottom and a little of the top so he wouldn't have a clear line anywhere. I wanted to stay on the bottom because I knew I could move up into him."

Bryan Bigelow is positioning himself to take over King's title of "Mr. Consistency." Bigelow has qualified for every National since missing the opening round at Daytona, with seven top-10 finishes. Tonight he was locked in a battle with Coolbeth.

"Everything was going pretty good; we got off the line decent," Bigelow said. "I just didn't have the speed of the leaders early in the race. Kenny passed me and showed me a really good line. Then on the last lap I was able to get him back - I can pretty much thank Kenny for that one. He probably shouldn't have shown me so early. The leaders were far enough ahead of me that I didn't really have anybody to chase; then, after Kenny got by, I just put my head down - I didn't want to let him beat me. I'm just really happy with another top-10 finish. We're still holding on to that ninth place in the points."

Coolbeth, on the other hand, is showing marked improvement on what started as a disappointing season.

"I started way back on the back row," Coolboth said, "I got the best start that I could from there, but that wasn't good," he said. "I worked my way up and got by Bigelow. Then Bryan and I were battling; it seemed like maybe we were going slower. I still think if we would have had five or six more laps, we could have caught Parker. I was running higher than Bryan and then, after I passed him, he moved up and stayed right on me, then passed me back on the last lap. I'm happy now. If I could just move a little bit further up, that would be nicer."

Butler's 10th-place finish was somewhat surprising after his heat-race performance.

"Everything got kind of cluttered through the first turn," Butler explained. "Everyone was going everywhere. We finally got grouped together and I started working my way through the pack. After I got by Schnabel and Nicky Hayden, the next guy was just a little too far away for me to reel them in. I just put in some good, solid laps and I had a blast."

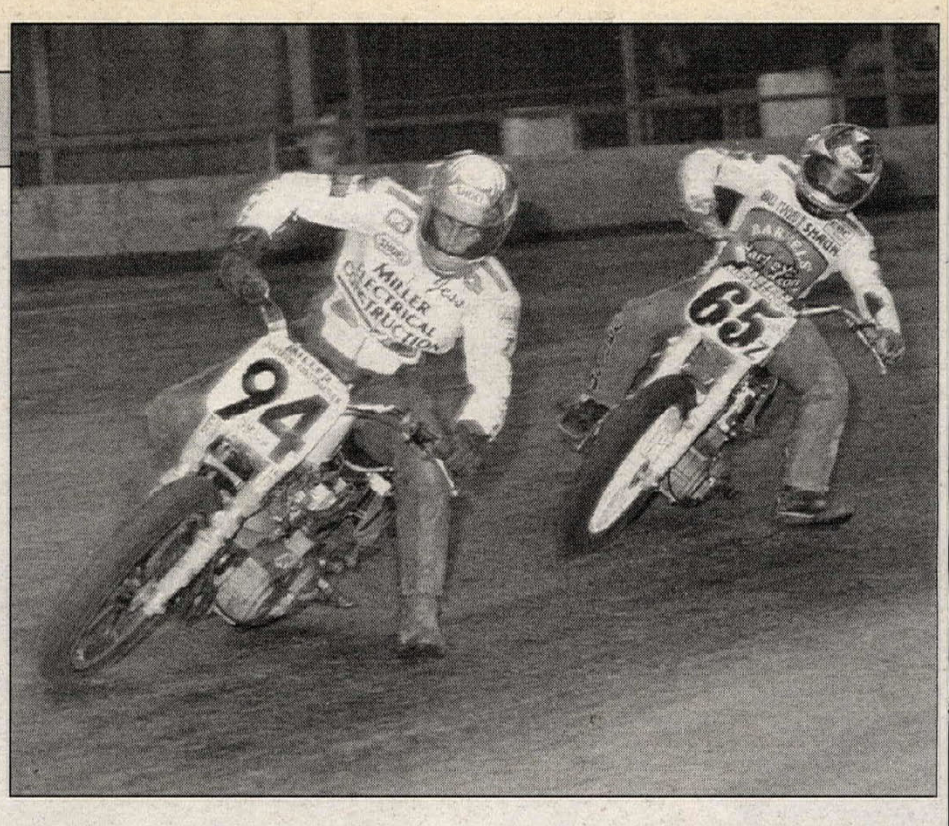
Steadily bouncing around at midfield was Schnabel.

"Not too bad - we're getting there," he said later. "We got a 12th last week and 11th this week, 10th at Joliet. We're starting to get it all together. We haven't had any mechanical problems lately. The bikes are working great. That's what it takes. I've had better starts, and that really helps. I felt really good early on, then in the middle of the race I started messing up. Then I picked it back up. I had to move up the track - I was running too low. It helped to get in right out of the heat; that way, I was able to start on the second row and didn't have to ride a semi. It felt good all night. From practice on, we had a good night."

Hayden soldiered home in 12th.

"It was a hard track to pass on, but that wasn't my problem - I wasn't going anywhere anyway," Hayden said. "I got off good and got around some people early, then just stalled. It's kind of frustrating after running fourth last week to run so far back tonight. I know it's not the equipment; Will's winning on the same thing. I think I've got as good or better a bike as anybody out there."

Paul Morgan, Landes, Springsteen, Mike Varnes and Poovey rounded out the finishers. Murphree dropped out on lap 16. CN



Jess Roeder (94) managed to hold off Shaun Russell (65Z) to win the Harley-Davidson Sportster Performance National.

State Fair Speedway
Sedalia, Missouri
Results: August 29, 1998 (Round 15 of 19)

HEAT 1 (10 laps; 9 riders, top three transfer): 1. Kevin Varnes (H-D); 2. Steve Morehead (H-D); 3. J.R. Schnabel (H-D); 4. Brett Landes (H-D); 5. Greg Teague (H-D); 6. Dale Jenneman (H-D); 7. Jason Sentell (H-D); 8. Nick Daniels (H-D); 9. Josh Butler (H-D).
Time: 4 min., 17.647 sec.

HEAT 2 (10 laps; 9 riders, top three transfer): 1. Will Davis (H-D); 2. Chris Carr (H-D); 3. Paul Morgan III (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Terry Poovey (H-D); 6. Shaun Russell (H-D); 7. Wade Camlin (H-D); 8. Brent Armbruster (H-D); 9. Steve Gill (H-D).
Time: 4 min., 18.813 sec.

HEAT 3 (10 laps; 9 riders, top three transfer): 1. Joe Kopp (H-D); 2. Dan Butler (H-D); 3. Scott Parker (H-D); 4. Nicky Hayden (H-D); 5. Paul Bergstrom (H-D); 6. Dan Stanley (H-D); 7. Willie McCoy (H-D); 8. Ken Yoder (H-D); 9. Geo Roeder II (H-D).
Time: 4 min., 18.931 sec.

HEAT 4 (10 laps; 8 riders, top three transfer): 1. Rich King (Hon); 2. Bryan Bigelow (H-D); 3. Johnny Murphree (H-D); 4. Jay Springsteen (H-D); 5. Mike Varnes (H-D); 6. Gary Rogers (H-D); 7. Billy Martin (H-D); 8. Kevin Olliges (H-D).
Time: 4 min., 19.440 sec.

SEMI 1 (8 laps; 7 riders, top two transfer): 1. Terry Poovey (H-D); 2. Brett Landes (H-D); 3. Gary Rogers (H-D); 4. Paul Bergstrom (H-D); 5. Brent Armbruster (H-D); 6. Ken Yoder (H-D); 7. Jason Sentell (H-D).
Time: 3 min., 29.376 sec.

SEMI 2 (8 laps; 8 riders, top two transfer): 1. Ken Coolbeth Jr. (H-D); 2. Mike Varnes (H-D); 3. Dan Stanley (H-D); 4. Greg Teague (H-D); 5. Wade Camlin (H-D); 6. Geo Roeder II (H-D); 7. Nick Daniels (H-D); 8. Kevin Olliges (H-D).
Time: 3 min., 25.643 sec.

SEMI 3 (8 laps; 10 riders, top two transfer): 1. Jay Springsteen (H-D); 2. Nicky Hayden (H-D); 3. Dale Jenneman (H-D); 4. Shaun Russell (H-D); 5. Billy Martin (H-D); 6. Willie McCoy (H-D); 7. Steve Gill (H-D); 8. Josh Butler (H-D).
Time: 3 min., 28.095 sec.

DON & GARY SCANLAN MEMORIAL DFC (5 laps; 6 riders): 1. Dan Stanley (H-D); 2. Shaun Russell (H-D); 3. Paul Bergstrom (H-D); 4. Dale Jenneman (H-D); 5. Gary Rogers (H-D); 6. Greg Teague (H-D).

GRAND NATIONAL (25 laps; 20 riders): 1. Will Davis (H-D); 2. Kevin Varnes (H-D); 3. Steve Morehead (H-D); 4. Joe Kopp (H-D); 5. Chris Carr (H-D); 6. Rich King (Hon); 7. Scott Parker (H-D); 8. Bryan Bigelow (H-D); 9. Ken Coolbeth Jr. (H-D); 10 Dan Butler (H-D); 11. J.R. Schnabel (H-D); 12. Nicky Hayden (H-D); 13. Paul Morgan III (H-D); 14. Brett Landes (H-D); 15. Jay Springsteen (H-D); 16. Mike Varnes (H-D); 17. Terry Poovey (H-D); 18. Johnny Murphree (H-D).
Time: 10 min., 36.801 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 15 of 19 rounds): 1. Will Davis (225/4 wins); 2. Scott Parker (223/5) 3. Rich King (220/2); 4. Chris Carr (214/2); 5. Joe Kopp (134); 6. Steve Morehead (132); 7. Kevin Varnes (124); 8. Jay Springsteen (120); 9. Bryan Bigelow (113); 10. Mike Hacker (87); 11. (TIE) Geo Roeder II (1)/ Dan Butler (84); 13. Nicky Hayden (83); 14. Ken Coolbeth Jr. (66); 15. Brett Landes (63); 16. Dan Stanley (62); 17. Dave Camlin (57); 18. Paul Morgan III (51); 19. J.R. Schnabel (50); 20. Chris Evans (49).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Jess Roeder; 2. Shaun Russell; 3. Willie McCoy; 4. Scott Stump; 5. Billy Martin; 6. Paul Bergstrom; 7. Gary Rogers; 8. James Hart; 9. Victor McAnally; 10. Brian Kromroy; 11. Michelle DiSalvo; 12. Geramy Rackley; 13. John Faulkner III; 14. Brian Thomas; 15. Tom McGrane Jr.; 16. Ryan Brown; 17. Al Eadie.
Time: 5 min., 26.859 sec.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 9 of 13 rounds): 1. Jess Roeder (172/4 wins); 2. Shaun Russell (124); 3. Scott Stump (118); 4. Gary Rogers (118); 5. Mike Hacker (99/2); 6. Brian Kromroy (92); 7. Dave Camlin (91/2); 8. Billy Martin (89); 9. Willie McCoy (66); 10. Tim Eades (63); 11. Ryan Brown (56); 12. Tom McGrane Jr. (53); 13. Paul Bergstrom (51); 14. Al Eadie (41); 15. Yuhiko Hirao (38); 16. James Hart (37); 17. John Faulkner III (35); 18. Geramy Rackley (33); 19. (TIE) Joe Eades (1)/Jason Fletcher (23).

Upcoming Rounds:
Round 15 - Springfield, Illinois, September 6
Round 16 - Sacramento, California, September 26

Briefly...

The hard-fought race was witnessed by nearly **7000 spectators** in what appeared to be the best crowd the Missouri event has drawn. "That was one of the toughest I've ever ridden," Davis said. "I felt good, but I never could find that one line where I thought that if I just stay right here, I've got it." Davis' share of the $35,700 purse came to $4330, and the 23 championship points that come along with the win propelled him into the points lead for the first time this year. Davis is taking it all with a grain of salt, however. "I don't even want to look at the points," he said. "There's no need to worry about the points now. We were 50 some-back at one time and we didn't worry about it then. All I want to do is just keep doing what we're doing."

"I still wanted to win, but we'll take this," eight-time Grand National Champion **Scott Parker** said. "Last year we ran 12 here - we just wanted to have a solid ride and take it from there. Oklahoma was a bad race for me, but my worst race this year was Sturgis. I let five guys get back by me. I moved up to fourth, then ended up ninth - I have a problem with that. These last two races have been okay - we're right where we need to be."

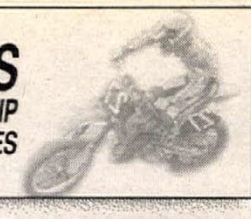
The race for the **Grand National Championship** is one of the best in years, with four riders in the thick of the chase. "I was 11 points behind coming into this race and I'm still 11 points out," Chris Carr said. "That's not so bad - it's just a different guy (leading the series). It's cool - not a bad series. I've had three mediocre finishes the last three weeks and I've only lost two points on the lead - I'll take it."

Rich King is still looking for his first mile National victory, but he did run strong at the Memorial Day race in Springfield. "I think we'll go good on the miles; we're not out of it yet," King said. "It ain't going by the game plan, I know, but it never seems to go as planned. This week the bike ran good, it handled good, but we just had the tire problem - that's all it took." King is in third place, just five points out of first.

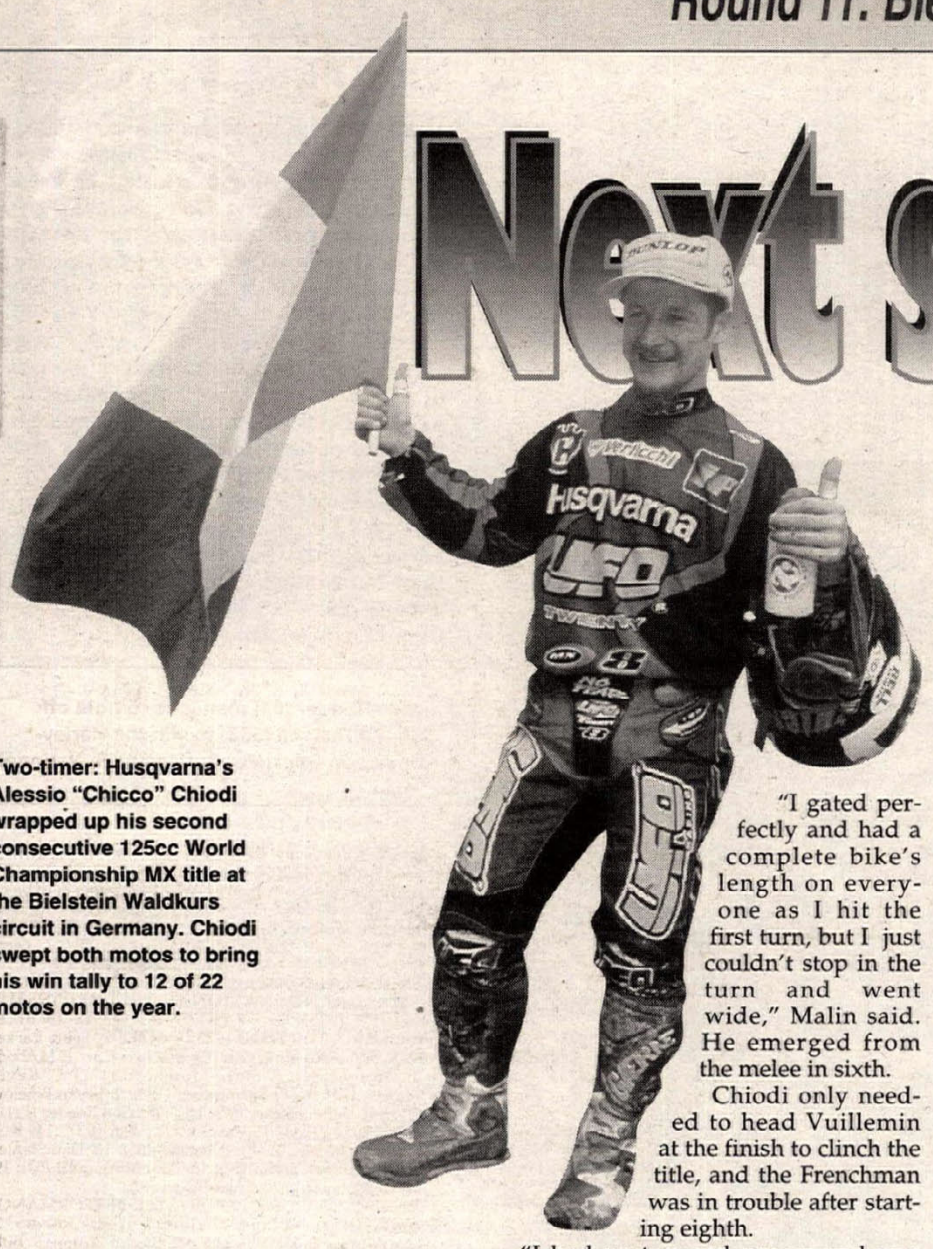
Only down by two points, the ever-confident **Scott Parker** feels he still has everything under control. "It's coming down to crunch time - that's my time of the year," Parker said. "I think the race Chris (Carr) and I had tonight is what you'll see the rest of the year. I think we're fine right where we are - the two guys (in the points race) around me have never won a mile National. Will and Rich are in the same boat; they have got to make that step up and win a mile. Chris and I can count on that and it'll probably come down to a two-man race at the end." Parker has won 34 Nationals on mile ovals.

Steve Morehead is out of the points race for the title, but he could easily have a lot to say about who does win. A late-season resurgence has netted two third-place finishes and he could easily shake up the points race the rest of the year. "Tonight I rode a brand-new frame, one that we'd never used before." Morehead explained. "It's a basic thing like everybody else is using and the motorcycle worked great. Gary put a new engine combination together and we got some new heads from Phil Darcy. We know what we want - we just have to get there. You know I still like doing this."

On the other end of the experience scale, **Nicky Hayden** has the potential to be a factor. "I guess I can't be too disappointed, being a first-year guy," Hayden said. "Last year at this time, I was just turning Pro-Am. I haven't been able to concentrate on dirt track - my main thing has been road racing. I think if I could be here full time, where I could run some non-National races, it would have helped. All I get time to do is run the Nationals."



Next stop, Foxhill



Two-timer: Husqvarna's Alessio "Chicco" Chiodi wrapped up his second consecutive 125cc World Championship MX title at the Bielstein Waldkurs circuit in Germany. Chiodi swept both motos to bring his win tally to 12 of 22 motos on the year.

By Alex Hodgkinson

WIEHL, GERMANY, AUG. 23

Alessio "Chicco" Chiodi wrapped up his second consecutive World 125cc MX title in convincing fashion with his sixth GP win in 11 rounds at the Bielstein Waldkurs track, located 30 miles from Cologne, the site where America won its very first Motocross des Nations in 1981.

The 25-year-old Husqvarna rider from Salo in northeastern Italy made sure that he had the title wappped up by winning the first moto, but, just as he did 12 months ago in Holland, he ended the season with yet another win in the second moto, thus ending the series with a moto victory count of 12 out of 22.

The first rain of August fell on Friday to thankfully dampen a track which has in the past proved horrendously dusty. David Vuillemin, Chiodi's sole remaining rival going into the race, admitted, "I hope it rains on Sunday, too. That's my best chance. Twenty points will be difficult to pull back if it doesn't rain."

Everyone got drenched on Saturday evening, but Sunday dawned dry, and Chiodi was confident as he made first choice of gate positions, even though teammates Traversini and Dini had failed to qualify, leaving just the Swede Werner also on Husky - and there were 15 Yamahas at the gate.

A few years ago Chicco was a bag of nerves under pressure, but in Germany he was "Mr. Cool" even when he made a rare mistake.

"The front wheel lifted out of the gate, but I was able to turn tight at the first corner and I found myself second as the pack went wide," Chiodi said.

Ironically it was a Yamaha rider - Paul Malin - who had taken the lead there.

"I gated perfectly and had a complete bike's length on everyone as I hit the first turn, but I just couldn't stop in the turn and went wide," Malin said. He emerged from the melee in sixth.

Chiodi only needed to head Vuillemin at the finish to clinch the title, and the Frenchman was in trouble after starting eighth.

"I had no top-end power and was losing ground to everyone at the end of the longer straights," said Vuillemin. "I was able to make up the ground again in the turns, but I only passed two riders all race."

One of those was Eggens, who went downfield just as quickly on his new Yamaha as he has done in the past on a Honda on hard tracks, and the other was Ravaglia, and he was moved aside with a brutal pass.

Chiodi, meanwhile, had taken the lead from Brian Jorgensen on lap five and never looked in trouble.

"I was aware of not doing anything silly which could have thrown the title away at the last moment, but I also wanted to clinch the title in style for my supporters and Husqvarna," Chiodi said. "Malin and (Claudio) Federici got close toward the end of the race, but I always had them under control and never felt under any pressure."

Jorgensen's fourth was a magnificent performance.

"I dislocated my shoulder last week in Denmark, and yesterday there was blood in my urine, presumably from my kidneys," Jorgensen said. "When Malin went wide at the first turn, I suddenly found myself in front and then just rode a tempo which was comfortable for me, and if anyone passed me, then I didn't panic."

Many long-established stars were in trouble. Ex-champs Alessandro Puzar and Dave Strijbos both pulled out after aggravating their knee injuries, and the Dutchman immediately announced that that had been his last race, while Michele Fanton, also riding his last GP, was suffering with his sore shoulder.

The first four places in the series were settled at the interval, but the second moto was far from "dead," as every other single-digit number was being hotly disputed.

Carl Nunn went into race two five points down on Luigi Seguy after his Yamaha had expired on the line in the opener, but he got that gap down to two after half an hour. Then he tried just too hard to pull back Jorgensen, whom he was chasing for fourth in the moto, and rolled back disconsolately to the paddock after getting spat off in the trees.

Jorgensen's first-moto fourth had already put him clear of James Dobb, a first-race faller, and Alex Belometti, who exited 13th with a blown motor on the last lap of the opener, and a second-moto holeshot made Jorgensen even more secure. The icing on the cake that came with Nunn's retirement was that he, too, overhauled the Brit in the standings.

Dobb, meanwhile, had even more problems than in the opener. Along with Malin, he got tangled up in a second-turn collision, and any chance of recovering the points ended when Dobb collided with Bader Manneh as the American tried to rejoin the track after an excursion. Belometti's eighth-place finish in the moto gave him back eighth in the standings, and Philippe Dupasquier's second almost cost Dobb a single-digit ranking. Manneh was way off the pace all day.

"When I got offered the KTM ride earlier in the summer, I sold two of my bikes," Manneh said. "I only held on to this one because the frame got twisted when I crashed on it in Spain back in April and no one wanted it. I don't enjoy riding it, either, but it's all I've got since they took the KTMs back and gave them to someone else."

Manneh went 25-26 on the day and ended the series 42nd.

Chiodi, meanwhile, was in a class of his own as he completed his fifth two-moto sweep of the series. His next big date? Foxhill in England, on September 25, when he meets Ricky Carmichael head to head for the title of "World's fastest 125cc MXer" at the Motocross des Nations. CN

Bielsteiner Waldkurs
Wiehl, Germany
Results: August 23, 1998 (Round 11 of 11)

MOTO 1: 1. Alessio Chiodi (Hus); 2. Paul Malin (Yam); 3. Claudio Federici (Yam); 4. Brian Jorgensen (Suz); 5. Philippe Dupasquier (TM); 6. David Vuillemin (Yam); 7. Erik Camerlengo (Yam); 8. Jonathan Pettit (Hon); 9. James Dobb (Hon); 10. Luigi Seguy (Hon); 11. Rodrig Thain (Yam); 12. Erik Eggens (Yam); 13. Max Bartolini (Hon); 14. Cristian Ravaglia (TM); 15. Mathieu Lalloz (Yam).

MOTO 2: 1. Alessio Chiodi (Hus); 2. Philippe Dupasquier (TM); 3. David Vuillemin (Yam); 4. Brian Jorgensen (Suz); 5. Erik Camerlengo (Yam); 6. Jonathan Pettit (Hon); 7. Luig Seguy (Hon); 8. Alex Belometti (Yam); 9. Claudio Federici (Yam); 10. Marcel Van Drunen (Yam); 11. Paul Malin (Yam); 12. Rodrig Thain (Yam); 13. Grant Langston (Kaw); 14. Moises Bernardez (Hon); 15. Jiri Cepelak (KTM).

O/A: 1. Alessio Chiodi (Hus); 2. Philippe Dupasquier (TM); 3. Brian Jorgensen (Suz); 4. David Vuillemin (Yam); 5. Paul Malin (Yam); 6. Claudio Federici (Yam); 7. Erik Camerlengo (Yam); 8. Jonathan Pettit (Hon); 9. Luigi Seguy (Hon); 10. Rodrig Thain (Yam).

FINAL FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 11 of 11 rounds): 1. Alessio Chiodi (345/6 wins); 2. David Vuillemin (310/4); 3. Alessandro Puzar (246/1); 4. Claudio Federici (217); 5. Luigi Seguy (146); 6. Brian Jorgensen (144); 7. Carl Nunn (141); 8. Alex Belometti (126); 9. James Dobb (124); 10. Philippe Dupasquier (123); 11. Erik Camerlengo (119); 12. Frederic Vialle (77); 13. Michele Fanton (60); 14. Luca Cherubini (58); 15. Cedric Melotte (55); 16. Max Bartolini (54); 17. Paul Malin (48); 18. Dave Strijbos (44); 19. Thomas Traversini (43); 20. Nicolas Charlier (35).

Chiodi (1) chases down Suzuki-mounted Brian Jorgensen (18). Chiodi's next challenge will come in Foxhill, England, when he faces AMA 125cc MX National Champion Ricky Carmichael at the Motocross des Nations.

Flap those wings

By Alan Cathcart
Photos by Kyoichi Nakamura

After Ducati, Aprilia and MV Agusta, now it's the turn of the oldest existing member of Italy's clan of race-bred marques to present its prototype superbike engine for the next millenium: Moto Guzzi.

Distinctive, compact and bristling with innovative design features, the all-new 75-degree V-twin engine's imminent arrival looks set to make the wings on Guzzi's trademark eagle emblem flap a lot harder in the new millenium. The bare castings of the water-cooled, fuel-injected, DOHC VA-10 engine displayed at the Italian press launch of the new Guzzi California Special road cruiser and dual-purpose Quota ES contrasted vividly with the elderly pushrod motors fitted to these bikes, as well as with the air-cooled Daytona 8V high-cam engine on show next to it.

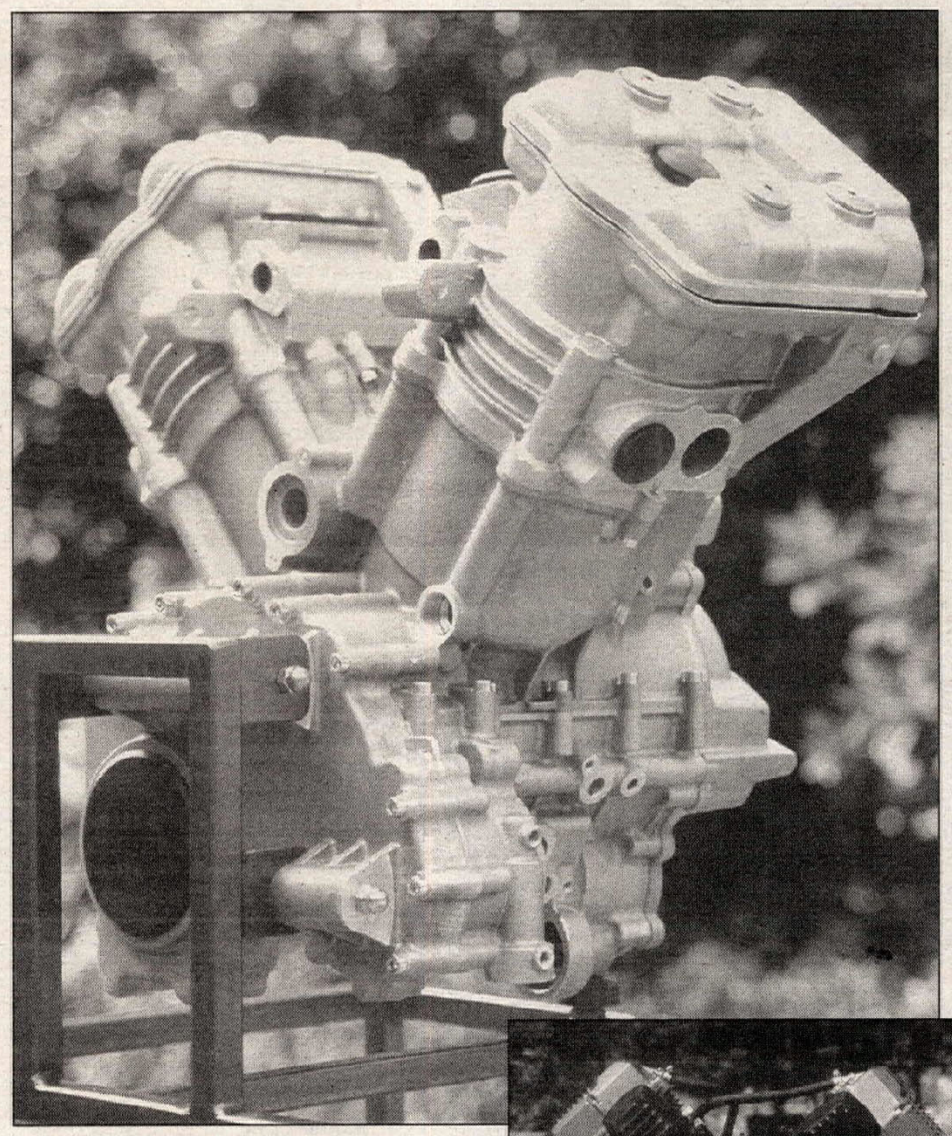
But, fueled by the development funds brought on board by the American Tamarix investment bank when it bought into Guzzi's controlling Trident Rowan holding company last year, Guzzi managing director Oscar Cecchinato is planning a five-year overhaul of Guzzi's entire range, spearheaded by the new engine design which, in various forms, will gradually supplant the existing air-cooled twin-cylinder range over that period.

In doing so, Guzzi plans to develop a range of models able to meet all noise and emissions regulations planned for the next century, as well as offering considerably more performance, plus added refinement. But the decision has already been made to start at the top by developing a World Superbike contender to launch the new family of Moto Guzzi bikes powered by this engine.

The MG-1 Superbike is set to debut at the Milan Show in September 1999, and to take to the race track soon after deliveries begin early in 2000, most likely following the same development course planned for its MV Agusta F4 rival that's running one year ahead of it. This would see Moto Guzzi's new superbike contender make its competition debut in the AMA Superbike Series in 2000, run by legendary Guzzi guru Dr. John Wittner, who remains closely linked to the Italian factory.

After a development season racing in the States, plans call for Moto Guzzi to contest the World Superbike series in 2001 with a fully sponsored two-bike works team. The all-new engine powering Guzzi's world-class return to the race track for the first time in almost half a century - the company pulled out of GP racing in 1957, after winning eight 250/350cc world titles in as many years - provides a fascinating basis for a competitive racer, as well as a potent contender for sport-twin supremacy on the street.

Moto Guzzi's first all-new engine for 20 years, and the first water-cooled Guzzi motor since the legendary V-eight 500cc GP bike of the mid-'50s, the design is the work of the company's chief engineer, Angelo Ferrari, who joined the Mandello factory four years ago after heading up R&D at Laverda, Lamborghini and Bugatti, and was immediately given the green light to begin work on the project by then Guzzi boss Arnolfo Sacchi.



Starting with a clean sheet, Ferrari has nevertheless succeeded in retaining Guzzi's trademark transverse V-twin architecture, while turning it to his advantage to deliver an engine package that is both compact and narrow. Not only is the dry-sump design much smaller than the current Daytona air-cooled wet-sump motor (see photo), but, says Ferrari, the new design results in a bike the same width as Suzuki V-twin TL1000S, even once a radiator has been added - and that's without the possible use of a Britten/Saxon/Modenas-type rear-mounted radiator to further reduce width.

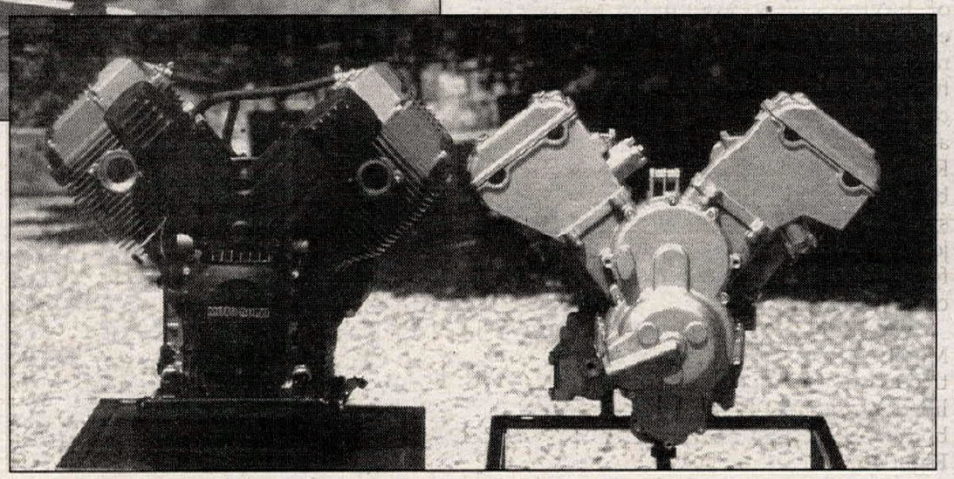
"The great advantage of the Guzzi engine format is the packaging freedom it delivers," says Ferrari. "We're able to position the engine and fuel load where we want them in order to obtain the ideal weight distribution for the bike, as well as optimize induction and airbox design, and deliver a strong, narrow crankcase that gives excellent ground clearance even in racing conditions. And, above all, it's completely distinctive. No other manufacturer can build a bike like this, even with all its advantages, without being seen to copy us."

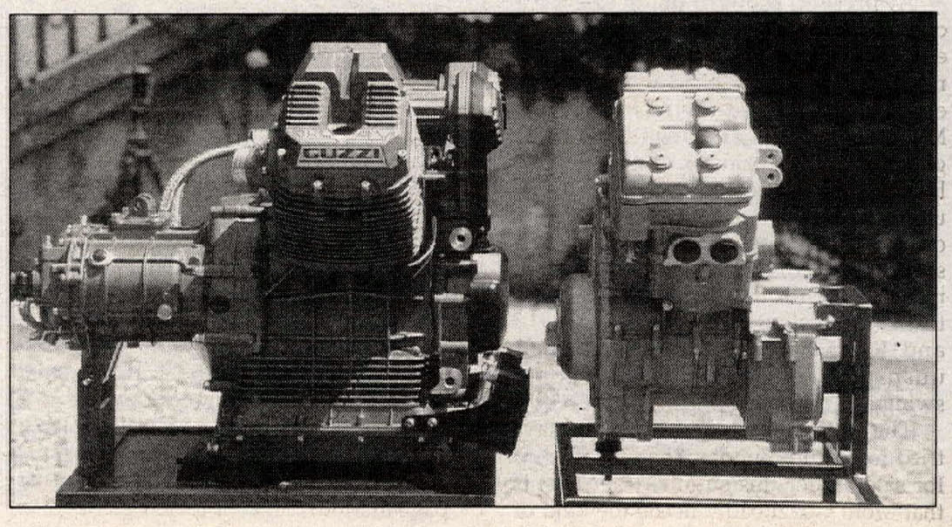
Key to the compact build and reduced frontal area of the all-aluminum V-twin (Ferrari says magnesium could be used for many of the covers, once weight regulations are confirmed nearer the time of the VA-10's race debut) is the decision to narrow the cylinder angle from Guzzi's traditional 90-degree format to 75 degrees.

In theory, this should require the use of a power-sapping balance shaft to reduce vibration - but Ferrari has taken a page out of the Honda design book and adopted the offset crankpins of the NT650 Hawk V-twin sportbike, here spaced 30 degrees apart to restore the perfect primary balance of a 90-degree V-twin, but without its bulk. Secondary balance is obtained by using longer-than-usual connecting, mated to an ultrashort-stroke crank design. Bore and stroke are 100 x 63.5mm, for a displacement of 998cc - compared to the 98 x 66mm format of existing Ducati, Suzuki and Honda one-liter V-twins.

Ferrari says he projects 170 bhp at the rear wheel in race form, at 13,000 rpm, with 135 bhp at 11,000 rpm the target for the street version of the superbike racer. Other capacity variants of the engine are already projected for various models such as a sport tourer, custom, trail bike and roadster, ranging in size from 850cc up to 1200cc. Most of these are aimed primarily at the cruiser market, and the biggest of these will be a wet-sump design and may perhaps use carbs, says Ferrari, but otherwise all of them will be fuel-injected via a fully mapped, multi-point Marelli-Weber package that will see triple injectors on each of the superbike racer's cylinders, twin injectors on the street version, and single injectors on all other models.

(Left) Moto Guzzi has its superbike hopes pinned on the all-new 75-degree V-twin powerplant set to debut at the Milan show in September 1999.





(Above and below) Smaller, from every angle: The new powerplant is dramatically more compact than the engine it replaces. Output for the DOHC engine is expected to be 170 bhp in race form, and should make its racing debut in the United States in 2000.

On the dry-sump superbike, the fuel tank and separate oil tank will be located above the gearbox in the center of the wheelbase (thus ensuring a constant weight distribution as fuel load reduces, and further lowering the center of gravity for increased stability and ease of handling), with the substantial airbox between the cylinders force-fed by large triangular ducts either side of the nose of the fairing.

Although both cylinders are positioned vertically in relation to the crankcase, Ferrari's design calls for the engine to be tilted forward 16 degrees from vertical in the frame in order to load up the front wheel weightwise. It is also a benefit as it allowed designers to maximize downdraft into the DOHC, cross-flow four-valve cylinder heads. With such a large bore, there's room in the superbike design for massive 39.5mm inlet valves and 36mm exhausts, set at a very flat total included angle of 25 degrees to each other, with duplex throttle bodies projected on the superbike version, and twin exhaust headers on all models.

Drive to the twin overhead camshafts per cylinder is by Hy-Vo chain via an auxiliary shaft driven directly off the crank, but turning in the opposite direction to it so as to eliminate torque reaction. The same shaft also drives the front-mounted waterpump, while the electric starter is positioned beneath the engine, to further lower the center of gravity.

But perhaps the biggest difference on the new motor compared to Guzzi's exisisting V- twin range is the adoption of chain final drive on the new superbike and other sports models, though Ferrari says some Guzzi models will retain the shaft final drive. The engine can be fitted with either.

A six-speed gearbox (not shown in the photos) is bolted on to the back of the engine, driven by a dry clutch on the racer (wet on the street bikes) and offering the crucial advantage at the race track of having the gear cluster readily extractable in order to change individual ratios for a given circuit, GP-style. And to further reduce bulk, the gearbox design calls for the two shafts to be stacked one above the other, just as on the Yamaha R1, in turn adding to front-end weight bias via a compacted mass and long swingarm - in spite of which, Ferrari projects a fast-handling 54.3-inch wheelbase for the superbike, incredibly short for a one-liter V-twin.

Though Guzzi's designer, Luciano Marabese, has already penned styling for the superbike, Guzzi executives underline that the final format for chassis and bodywork design has yet to be chosen. Right now, all attention is focused on getting the prototype engine running on the dyno, with September as the latest target date.

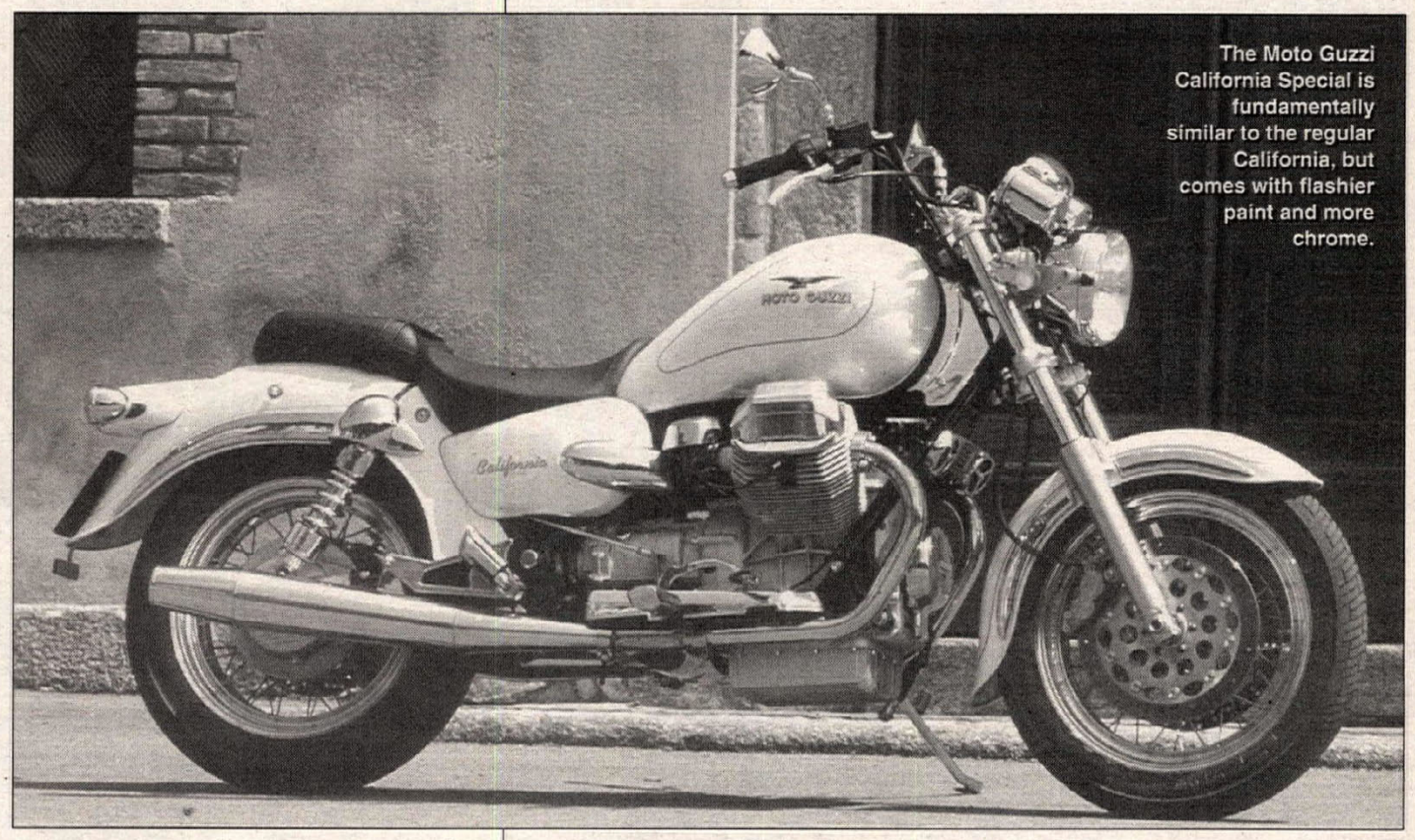
At present, though, plans call for a composite chassis using twin parallel extruded alloy struts on each side connecting the steering head with the rear engine mount and swingarm pivot. Marabese's design drawings show a single-sided swingarm, of whose merits, however, the engineering team remains unconvinced, pointing to the difficulty of combining optimum suspension setup with correct chain tension and rear ride height that Ducati and Honda teams have struggled with on the 916 and RC45, as well as the reduced unsprung weight of a conventional swingarm.

The main reason Oscar Cecchinato tried to acquire Bimota when it came up for sale earlier this summer, he says, is that Moto Guzzi badly needs the kind of chassis expertise the Italian frame specialist has to offer.

"Here at Guzzi, we know how to build engines," he says, "and the new liquid-cooled superbike V-twin has the potential to be extremely competitive in both the marketplace and the race track. But we don't have the kind of in-house experience of leading-edge chassis technology that you need to make a mark in superbike racing today, so it would have resolved that difficulty if we'd been able to add Bimota to our team. But we have other solutions in mind - and we certainly don't intend to diminish the potential impact of this exceptional engine design by undervaluing the chassis ingredient. We are very serious about returning Moto Guzzi to its traditional place at the front of the grid in world-class racing, and this will be the bike we'll do it with."

But without, it seems, the creator of the engine to oversee its development - for Angelo Ferrari was conspicuous by his absence from the unveiling of the most prestigious project of his two-wheeled design career on July 2. Guzzi executives cited his absence as due to being "on holiday," but in fact this turns out to be a permanent vacation from life at the lakeside factory of Italy's oldest motorcycle marque. Word is that relations between chief engineer and chief executive had crumbled to the point that one of them had to go - and it was Ferrari who took the walk, leaving his draftsman and chief assistant on the project, ex-Gilera GP engineer Danilo Mojoli, to hold down the fort until his new boss (whom Cecchinato has apparently already appointed) arrives in October. Though his identity is unknown, he's understood to be an engineer from Piaggio's HQ in Pontedera, whose scooter experience is likely to be crucial in view of Cecchinato's plans to increase Moto Guzzi's production volume from its current 6500 bikes a year to 20,000 within five years, through the launch next year of the 125/250cc Galetto runabouts powered by bought-in Piaggio motors.

Guzzisti around the world will be hoping the new man knows a thing or two about big four-strokes, as well - for on paper, the prototype VA-10 Superbike engine promises to herald a glorious new page in Moto Guzzi history. CN



The Moto Guzzi California Special is fundamentally similar to the regular California, but comes with flashier paint and more chrome.

California, here I come

By Alan Cathcart
Photos by Kyoichi Nakamura

Flushed with its frankly unexpected success at winning Cycle World magazine's prestigious 13-bike Mega-Cruiser Shootout earlier this year, when the California EV was adjudged the best cruiser money could buy in the Land of the Free (which invented the whole idea for building such bikes in the first place), Moto Guzzi management has become even more serious about providing a Euro-alternative to Harley and Polaris - not to mention all their existing Euro-rivals and the U.S.-cloned neo-Harleys.

Hence the arrival on the scene of a glitzy new member of the California family, to be marketed alongside the EV in a quartet of metallic colors ranging from pearl white to midnight black, or champagne/brown and blue/silver, to provide a glossed-up glamour-bike alternative to the bike that beat Milwaukee.

The California Special, or Bassa as it will be known in the United States, (it means "low") may be based on the EV mechanically, but in best Detroit mode (as practiced in Mandello) it offers the option of a revamped look and revised riding position, leaving the customer to decide which way is best. Hey - market forces, right?

The American Way is all about choice, and now Guzzi's given it to you, so pay attention and find out how. Chassis geometry on the California Special is unchanged from the EV, but the riding position is more laid-back, with wider, flatter, rubber-mounted handlebars that are also more pulled-back, combining with modified, further-forward footpegs to together deliver a cool-dude cruising stance Captain America would have been proud of.

The well-padded but rather firm rider's seat is now separate from the passenger's, and set .6-inch lower at 29.9 inches to ensure you chill out in comfort. Yet, as on the EV, the Guzzi's chassis is son of sportbike, with 45mm Marzocchi forks that are manually adjustable over 17-notch spreads for compression and rebound damping, and twin chromed Sachs-Boge hydraulic rear shocks (replacing the WP units on the EV), which are also adjustable for rebound. Together, the Cali's suspension package delivers surprisingly good ride quality over bumpy secondary roads, as well as endowing the Guzzi with far greater reserves of handling and suspension compliance than you'd ever expect from a chilled-out cruiser.

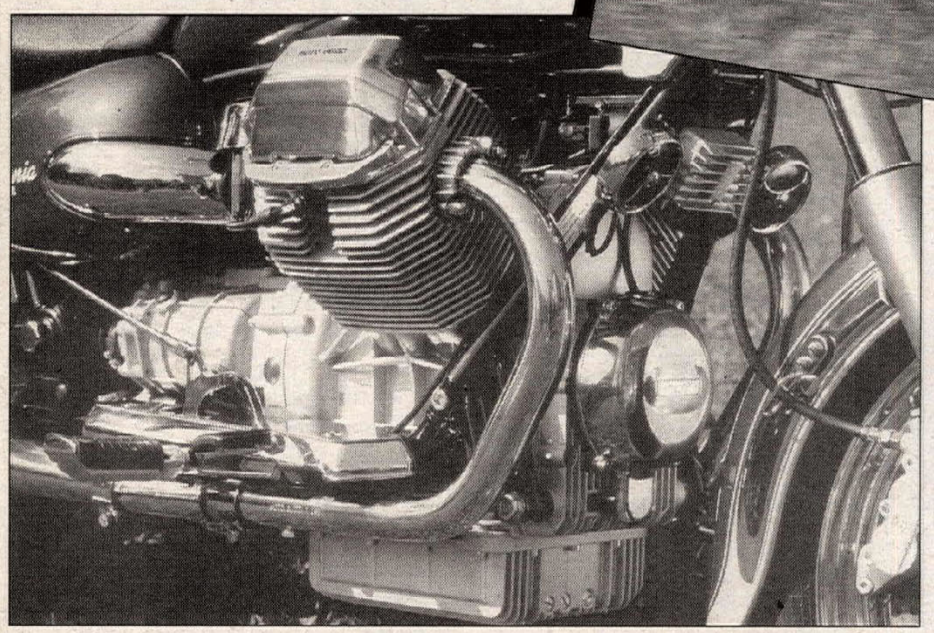
Add in the extra margin of safety provided by the meaty 320mm Brembo floating front discs and their four-pot calipers, and the Cali is a potent package in cruiser country. And that's before taking Guzzi's unique linked braking system (Honda's is - typically - much more complicated and not necessarily any better), whereby the handlebar lever (redesigned on the Special, as is the clutch lever) works just one of the big front Brembo manhole-covers, leaving the foot pedal to operate the other one in tandem with the rear 245mm single fixed disc. Once you've reprogrammed yourself to foresake the habits of a road racing lifetime and stop using the handle-

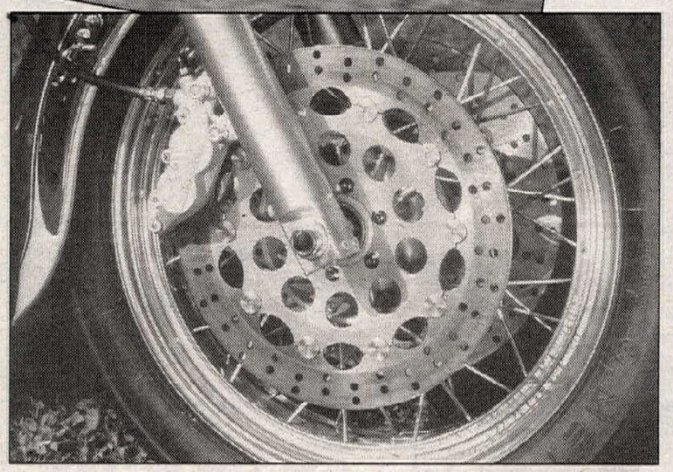
bar lever except in emergencies, throwing out the anchors on the Guzzi is both foolproof and effortless. Just tap on the brake pedal, and it... stops.

Apart from revamped rocker covers for a cleaner look, the Special's 1064cc pushrod two-valve motor is unchanged from the EV's, fitted with the latest generation of Marelli-Weber multipoint sequential EFI. The first bike I rode with this system surged alarmingly at constant throttle between 2200-3000 rpm (which, considering 2800 rpm in fifth/top gear equals 50 mph, is a pretty normal pace for a bike like this) before occasionally spitting back fiercely for no apparent reason.

On returning to base, it turned out that this bike's ECU had overheated the day before when a certain other journo was so determined to light up the rear tire for his photographer that the clutch cover exploded and his bike went up in smoke. Well - guess that's show business

(Right) The riding position is laid back, but this is one of the better-handling cruiser chassis available.





(Left) The 1064cc 90-degree twin is fuel injected and delivers about 60 bhp at the rear wheel.
(Right) Big 320mm Brembos grace the front of the California, and are fitted with a simple front-to-rear linked system.
(Below) Wide bars provide a lot of leverage and a spacious and comfortable riding position.

(as opposed to test riding), but after trying out two other bikes, it was apparent this was a one-off glitch.

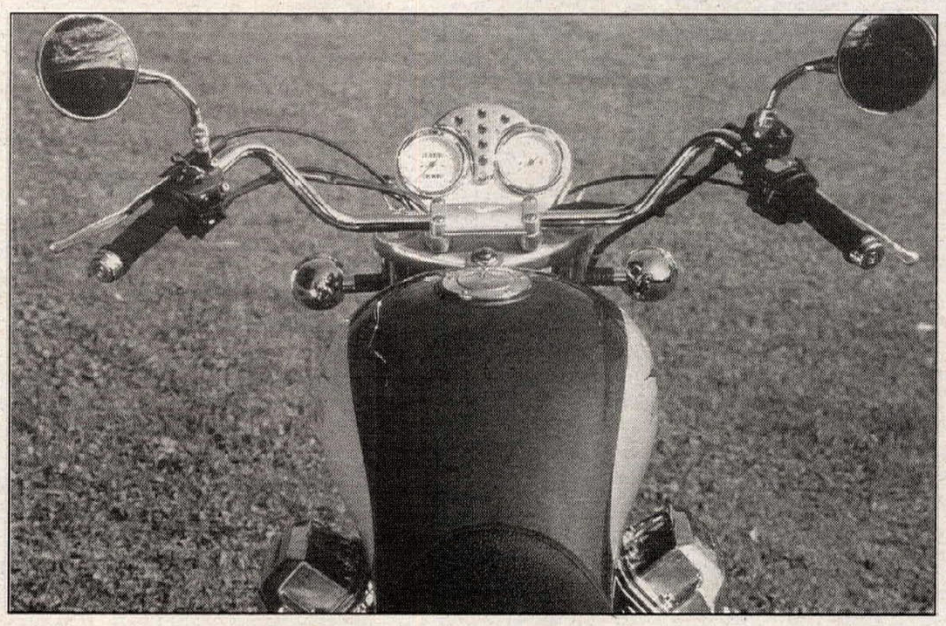
The revised mapping Guzzi is now using on both Cali models suits the bike's cruiser heritage, with power available to drive away off idle, 72 bhp on tap at the crank at 6400 rpm (equating to 60 bhp at the rear wheel), and a huge spread of torque plus an ultraflat power curve that make for a really relaxed ride. There is quite spirited acceleration if you really want to twist that wrist, though, and long-haul high-speed cruising at 90 mph along four-lane highways, with the engine chugging a little harder at 4500 rpm, is a serious option.

This is a capable cruiser - and one with a pleasing note exiting through the exhausts at higher revs, when the meaty rumble from the stainless-steel silencers delivers a muscular sense of purpose.

The long-life exhausts are one reason Guzzi feels able to offer a three-year unlimited-mileage guarantee on the California, in tandem with a Europe-wide roadside breakdown-and-recovery assistance. That's faith in the product for you.

In spite of the lower, laid-back riding stance, it takes some serious scratching for you to touch down the footpegs even in a fast, sweeping turn, where the Guzzi's capable handling will hustle you through at a pace most other cruisers would balk at, allowing you to explore the good grip of the Metzeler rubber. These are tubeless tires fitted to the BBS wire wheels thanks to a patented process the German wheelwrights have invented, which allows The Look to be achieved without sacrificing The Grip.

Wheel diameters are very sane, with an 18-inch front and a 17-inch rear - one reason the Cali feels so manageable in city streets and tight turns, in spite of the kicked-out 28-degree fork rake and 61.4-inch wheelbase. And the wide-spread handlebars do deliver good leverage, plus the cable-operated dry clutch is very progressive on pick-up. It's a pity that the shifting is as harsh and clunky as ever - be prepared for the sound of the next ratio going in to echo off the walls of any buildings you're passing, and don't trust the neutral light on the dash when you come to a traffic light, because it lies straightfaced to you, same as always: Some things never change.



On each of the three bikes I rode - none of them with more than 300 miles on the clock - the shifting was pretty stiff and agricultural, perhaps because it hadn't loosened up in use yet. Be glad for the heel-'n-toe lever so you can then kick it into the next-higher gear. Or, better still, just take advantage of the waves of torque from the flexible, if clattery, pushrod motor to just stick it in top as soon as you can, and leave it there. That way, you won't risk scratching the toe of your left boot on the designer-esque fluted rubber-and-chrome shift lever. While I couldn't care less about roughing up a black racing boot before the tarmac gets to it, I'm not sure a Guzzi customer would feel so relaxed about carving a new pattern in the toe of his megabucks, hand-tooled cowboy boot....

And that's the kind of guy who'll buy this bike: Someone who appreciates the show as well as the go, but doesn't want an overwrought full-dresser V-twin to cruise the canyons aboard en route to his favorite bar or gal - or both.

The California Special delivers glitz without garishness, with the restyled rear end stripping out the appearance, giving a graceful line to the fender and taillight group, where the EV is more heavy and butch-looking. There's extra chrome here and there, especially around the headlight and the back of the instruments, which are now the same as on the Centauro. (Idiot lights on the dash are a bit dim to see in sunlight, but are otherwise good-looking and readable.)

And the wide range of options includes both Sport and Custom windshields as well as leather side bags and a chrome luggage rack with backrest - all you need to complete the American Look, but the European way.

By combining the spirited performance of the two-valve motor with its wide spread of power, the convenience of the shaft drive, and the assured, capable handling of what is now a well-honed chassis package, Guzzi has built on the EV's plaudits, and delivered a good-looking cruiser that's distinctive and distinguished. Will it sell in L.A.? At an expected price of around $11,000 on the road - more than a match for the equivalent Harley - it well might. CN

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Der Sport

By Mark Hoyer

One doesn't normally pack one's leathers for a BMW press introduction. A butt pad? Yes. Food and water for the forthcoming half-a-thousand-mile ride? Yes.

But *cajones*, knee pucks and a back protector? *Yes.*

For the first time we can remember, BMW would be putting us on a track with one of its motorcycles: the R1100S, the most sporting BMW to come out the *München* pipeline in a long time.

The sad part of the story is that, despite lugging our lederhosen the 3000 miles to Lime Rock Park's 1.5-mile road course in Connecticut, we never got to put them on because it was raining the entire time we were at the track. We ran a few laps so we could say we did, but it was in our rainsuits and our restraintsuits. (Don't want to crash another test bike, don'tchaknow.) It was an entertaining time, nonetheless, the bike fishtailing on overrun as you approach the uphill right-hander at the back of the course, focused only on the two and a half inches of runoff before the nice, solid piece of Armco barrier at the edge of the track. It turns out ABS really does have its place on a motorcycle, and one of those is a soaking-wet car track with no runoff.

Most of the road riding on the first day, however, was done in the dry on the back roads of New Jersey, Massachussetts and Connecticut, so we had a good opportunity to put the hammer down. Still, with so much of the predominantly two-lane roads being tree-covered, we still encountered some wet spots, and not just in our shorts. We also were able to secure a test bike for a few weeks of hard use after the initial press introduction - and all of it in sunny So. Cal. weather.

Upright or flicked, the BMW R1100S is an inspiring ride.

How was it? It was good. Dare we say, even exciting.

Looking at it, even with the characteristic horizontally opposed cylinders sticking out, it is a little hard to believe that it's a BMW that stands before you. Especially in the "Mandarin" (let's-call-it-Fly-Yellow) paint job. But a BMW it is, and it rides like one, but with motor and chassis to spare - and even a good bit of inspiration.

One of the origins of the initial design study for this motorcycle came out of a trip to the Isle of Man. A member of BMW's design team went to the legendary TT race, and after seeing all the wild bikes that come out of the woodwork for one of motorcycledom's greatest gatherings, he returned with the question, "Can we make something I could ride to the Isle of Man?" And a design study was born.

The fruit of that study is the BMW R1100S.

BMWs have always been noted for technical innovation, so the "tech" of the S - cylinders, injectors, shaft drive and the like - was left naked and clearly visible below the beltline. Above it, just four curvaceous pieces of bodywork adorn the S. BMW's head of motorcycle design, David Robb, was on hand at the introduction to give us some insight into the final version of the newest, most sporting BMW in the Boxer range.

"We thought that it was important for the styling to be suggestive of content," Robb said. "We wanted to develop a sportbike that is BMW, and make it look like it wants to move."

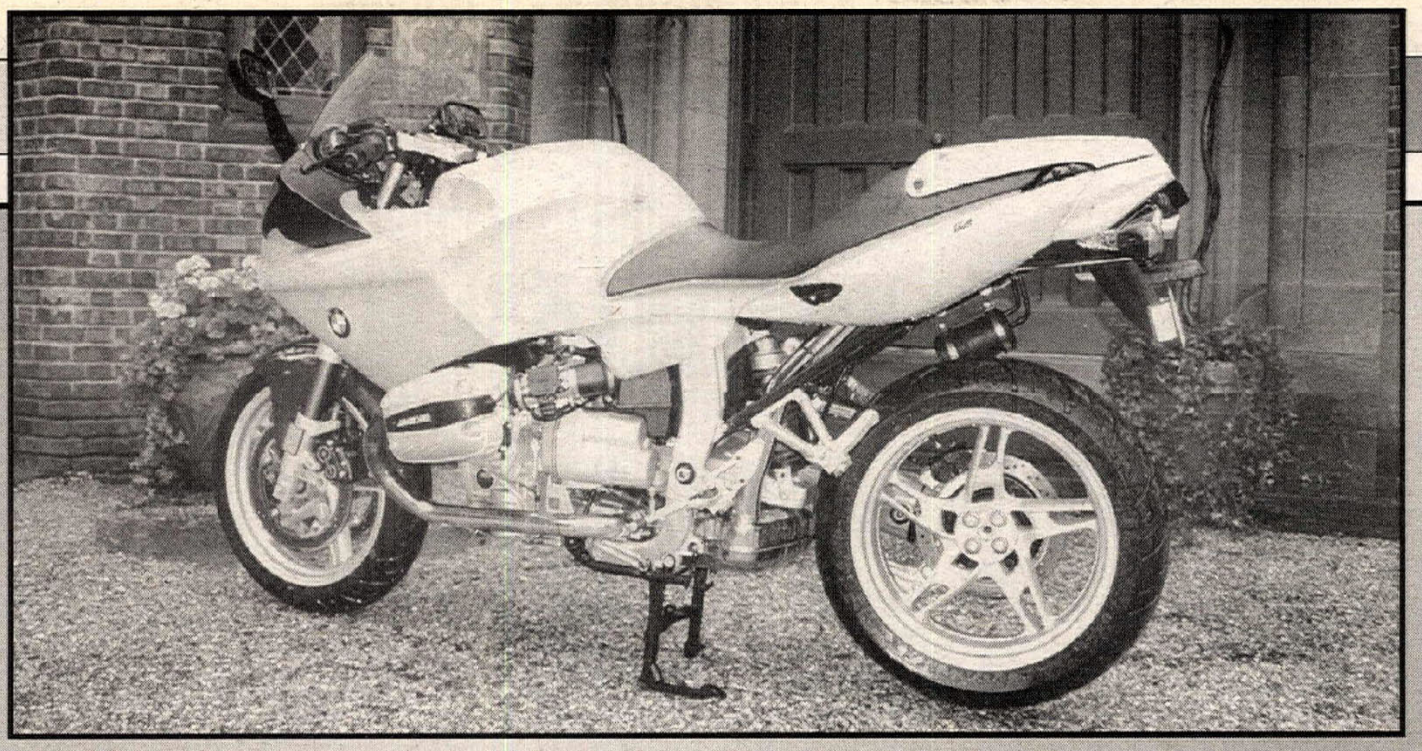
To that end, great effort was made to give the bike an aggressive, shoulders-forward stance while retaining an overall lightweight look. It was deemed very important to give the machine a narrow "sensuous waist," not only for the look of the bike but to make it easy to move around on during aggressive riding.

And, as the lightest Boxer - 505 pounds wet - the look is suggestive of content. Part of the lightness of look is particularly evident at the rear of the machine. The easily removable passenger-seat cover doesn't fully obscure the black pad below it, but rather lets it "peek" out the sides to break up what would otherwise be a heavier-looking, continuous piece of tailsection. Also, the exhaust system is mostly out of sight, the twin canisters routed under the seat - as on the Ducati 916 - while the main muffler (which also contains a catalytic converter) is mostly out of sight as well, located under the swingarm pivot.

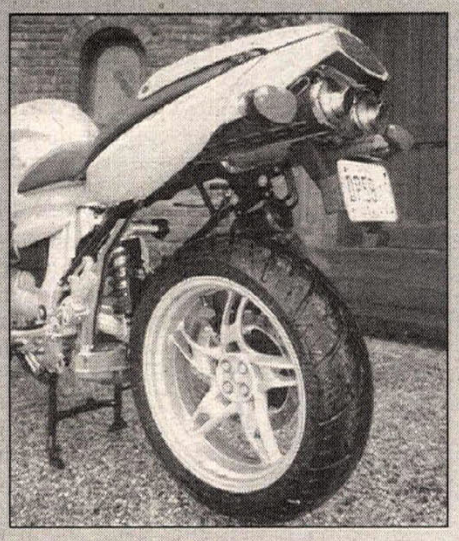
So, yes, it looks light, but it also looks like it wants to move. Move it does. The solidly mounted powerplant that motivates this machine is the best Boxer yet. It still has the torque effect characteristic to the longitudinal engine layout, but the extra revs (redline is now 8400 rpm, up from 7900), and eight extra ponies make this lighter Boxer move like no other. The torque (up 1 ft.-lb. at its 71 ft.-lb. peak) comes in a huge wave and over a very broad range. It's of the pick-a-gear-and-go ilk.

And while you'll gladly do this by choice on this, the first six-speed R259 twin, you won't have to do it out of necessity as with the old five-speed. With the old gearbox, one had to be rather insistent that the gear you wanted should engage, particularly on down-

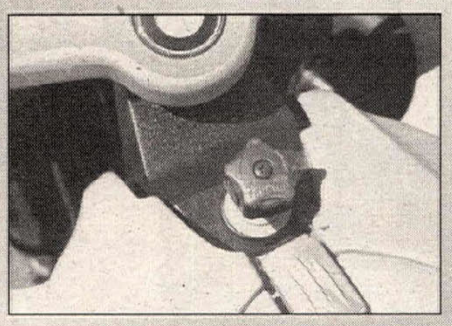
The 1085cc four-valve twin's output was boosted to 98 hp, making it the most powerful production Boxer ever.



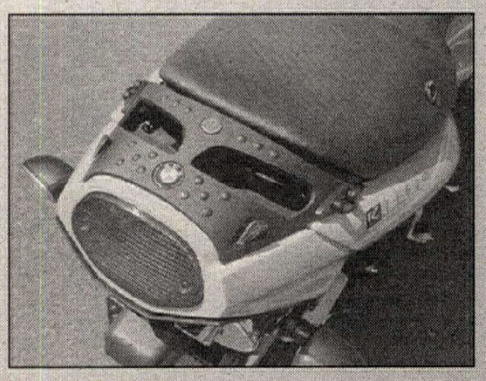
Styling was meant to be sensuous above the beltline, while leaving the "technik" or mechanicals exposed on the bottom half. Hard saddle bags are optional, but as one tester said, "To hang bags on this bike would be like dressing Cindy Crawford in a potato sack."



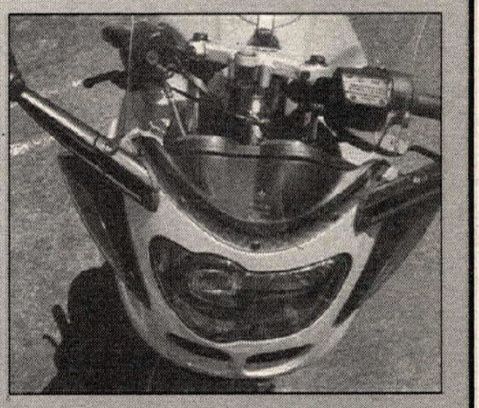
The wheels are borrowed from the K1200RS. The twin-silencer exhaust system was tucked under the tailsection to give the S a light look.



Rebound damping adjustment for the front shock is done via this knob. The lever behind it is the keystone that holds the four body panels in place.



Passenger grab rails are hidden under the easily removable seat cover.



The black wind deflectors that house the turn signals were meant to lighten the look of the S at the front. Asymmetrical headlight and kidney-shaped air inlets definitely say BMW.

shifts. The new six-speed - borrowed from the K1200RS - is leaps and bounds ahead of what used to be on Boxers, and rather than the knockout-punch downshifts or false neutrals that occurred all too frequently on the old box, you just take the next gear, with only a quiet *ka-chunk*. It still isn't the slickest thing going, but it is finally within the realm of normal.

Overall, this Bavarian Motor Works.

Because of the more sporting focus of the new S, the chassis got its share of attention as well, and the swingarm pivot is now located on a proper frame rather than being connected directly to the rear of the engine/transmission case. The S is sprung with a single shock front and rear as on the other Tele/Paralever bikes, but for the first time, there is a rebound-damping adjustment at the front - but no spring-preload adjustment. And it's a credit to BMW that the rebound adjustment is so easy - a nice, big knob juts out just behind the steering head.

We have been generally pleased with the Telelever system on past BMWs and the S is no exception. The feel is generally the same, in that front suspension seems similar to a super-rigid conventional system, but with almost no dive, even with a Kung Fu grip on the front-brake lever that invokes the ABS, and none of the little kickback that a conventional fork throws at you when you come to a full stop. To the extent that we would explore the handling of the S on the backroads of the New Jersey and Connecticut countryside (intermittent rain and hidden driveways around every corner), the BMW revealed itself to be a stable, medium-speed steerer. There was plenty of ground clearance. This initial impression was backed up on the dry roads of California, where we could turn the bike in quicker and with greater confidence, especially on the roads with which we were familiar.

The suspension is very supple, with high-speed compression damping on the softer side of sporting. Action at both the front and rear, but particularly at the front, is better than any Telelever Boxer we've yet sampled. It's obvious BMW went the extra dollar to fit better-quality dampers (both Showa) for this bike. But it isn't the shock alone that makes the bike work as well as it does. BMW also decreased the unsprung weight at the front by several pounds (new multipiece fork tubes, lighter wheels and a carbon-fiber fender), which has helped the Telelever system do its job with much greater effect.

Steering is very neutral and the nature of the feedback from the contact patch feels slightly different than with a "normal" fork. It's almost a bit disconcerting the first time you enter a corner really deep on the brakes. The anti-dive effect of the Telelever keeps the bike nearly level, no matter how hard you are taxing the excellent Brembo binders, and when you release the lever and get on the throttle, there is subsequently little to no rebound effect - just nearly perfect stability. If there is any one word that characterizes the way the 1100S rides, "stable" is it.

It is, therefore, somewhat of a contradiction - a nice one, though - when you tip the bike into a tight corner for the first time. Wide bars give you a lot of leverage, and despite having a fairly conservative rake and trail of 25 degrees and 100mm, as well as a fairly rangy 58.19-inch wheelbase, the effort to turn this machine is almost impossibly light. And once you reach your desired lean angle, no further input is needed - unless, of course, you'd like to tighten the line a bit, which the bike just does as soon as you ask it to. The only complaint we can level at the front end of this bike is that, while in-line rigidity is excellent, torsionally it is somewhat flexible. It manifests itself only slightly, but there is a sort of slight lag effect on sharp steering input. In the end, however, at high speeds or low, there is almost nothing that upsets this BMW's chassis composure.

The braking system on the R1100S comes in two flavors: ABS or no ABS. If you are accustomed to using the "ABS" in your head you may find it somewhat disconcerting when the R1100's anti-lock system kicks in the first time, because the information you get from the brake lever suddenly grinds to a halt as pumps and valves take over modulation. Softness and vagueness suddenly manifest themselves at your fingertips, and you're simply along for the ride at that point. One grows accustomed to this, and the "ride" you are along for is a safe, quickly stopping one that howls the front tire. On dry pavement it's sort of a shame that the machinery takes over, too, because the Brembos used on the S (same as on the K1200RS) are really good, with a nice, firm lever, immediate bite and linear response. Feedback up to the point that the ABS starts cycling is excellent, and stopping the 505-pound twin is predictable and fade-free. You can order the S without ABS if you like, and you'll save 15 pounds (lighter battery, alternator and less brake plumbing) and $1700 in the process. In Southern California, that's probably the option we would take, though if you live in an area with bad roads or a lot of rain, ABS would be the better choice.

If you choose the $15,600 ABS-equipped S, you'll also get the heated grips (and heavier electrics), as well as saddle-bag mounts, making the S, in true BMW tradition, a sporting twin fully capable for use as a touring mount.

After several weeks with what is the most inspiring, best-looking Boxer we've ever ridden, the final analysis of the BMW R1100S is this: If you want a truly sporting BMW that's a real alternative to other twins on the market, it looks like it's time to move. And don't forget your leathers. CN

1999 BMW R1100S

Specifications

Engine	Air/oil-cooled horizontally opposed twin w/ four valves per cylinder
Bore x stroke	99 x 70.5mm
Compression ratio	11.3:1
Carburetion/ignition	Bosch Motronic MA 2.4 fuel-injection and engine-management system
Horsepower	98 @ 7500 rpm
Torque	71 ft.-lb. @ 5750
Transmission	6-speed
Frame	Aluminum space frame w/ engine as stressed member
Wheelbase	58.19 in.
Rake/trail	25°/100mm
Seat height	31.5 in.
Suspension	
Front	Telelever single shock w/ rebound-damping adjustment; 4.3 in. travel
Rear	Paralever single shock w/ single-sided swingarm, rebound damping and spring-preload adjustment; 5.1 in. travel
Final drive	Shaft
Tires	
Front	120/70ZR17
Rear	170/60ZR17
Brakes	
Front	Dual 305mm floating discs with four-piston Brembo calipers; ABS optional
Rear	Single 276mm disc w/four-piston Brembo caliper
Wet weight	505 lb.
Fuel capacity	4.75 gal.
MSRP	$13,900 $15,600 w/ ABS

Something for everyone

(Above) A warm summer day in the Sierras, plenty of scenery plus a nice, twisty road closed to traffic. It's all part of the pavement hillclimb's allure and part of Old Highway 40 Motorcycle Days' charm.
(Left) With the Donner Ski Ranch below (where a crowd had gathered to watch a section of the Geoff Aaron Invitational Supertrial) and Lake Mary in the background, Dusty Beer heads for the top of the dirt hillclimb on his KTM.

By Mark Kariya

NORDEN, CA, AUG. 15-16

People go to malls because malls offer a lot of choices, be it shopping, dining, movie going, or people watching. It's the same with amusement parks: People go because the parks provide a variety of things to do.

What about motorcycle enthusiasts? Daytona certainly heads the list when it comes to providing a medley of two-wheeled activities. Sturgis also comes to mind. But before too long, Donner may have to be added to that list, if the first-ever Old Highway 40 Motorcycle Days at the Donner Ski Ranch was any indication.

Donner may currently be best known in the bike world as the site of World Championship observed trials rounds in '94 and '97. Like any ski resort, though, it's always seeking added summer draws it can count on for income until the next snow season.

The past two years found the ski resort putting on a pavement hillclimb. Riders started one at a time near the west end of Donner Lake and headed up twisty old Highway 40, finishing near the ski resort after 37 turns and 1088 feet of elevation gain in three miles, with the fastest to the top being the winner. With the area's ruggedly beautiful Sierra Nevada mountain range and Donner Lake as backdrops, the pavement hillclimb proved to be scenic as well as challenging.

That proved to be the springboard for the multi-event event, and it got Donner's Norm Sayler thinking, tossing around all sorts of ideas before things began to fall into place.

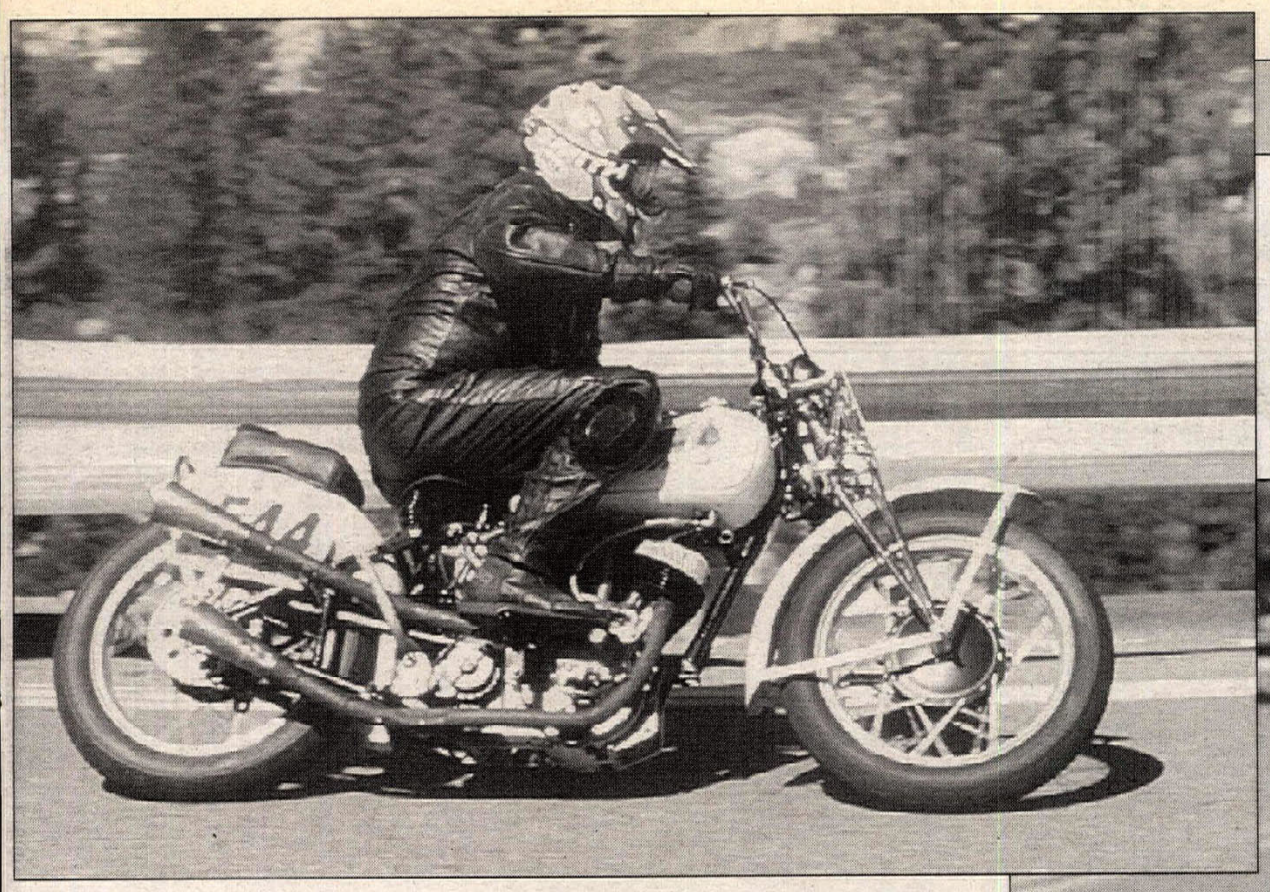
"I kept talking about stuff, kept thinking about Steamboat Springs (in Colorado) and kind of what they had done back there (with the vintage racing weekend)," Sayler recalls. "I thought, 'What else could we do?'

"One day, I was flipping through one of the magazines, and they had a photograph of a hillclimb in Montana. Then I rolled to the next page, and it showed our World trials event. Then I rolled back to the hillclimb and back to ours, and I said, 'Gosh, why can't we do both of those? We've got a great trials place, we're recognized, and I think we have a pretty decent place to have a hillclimb.'

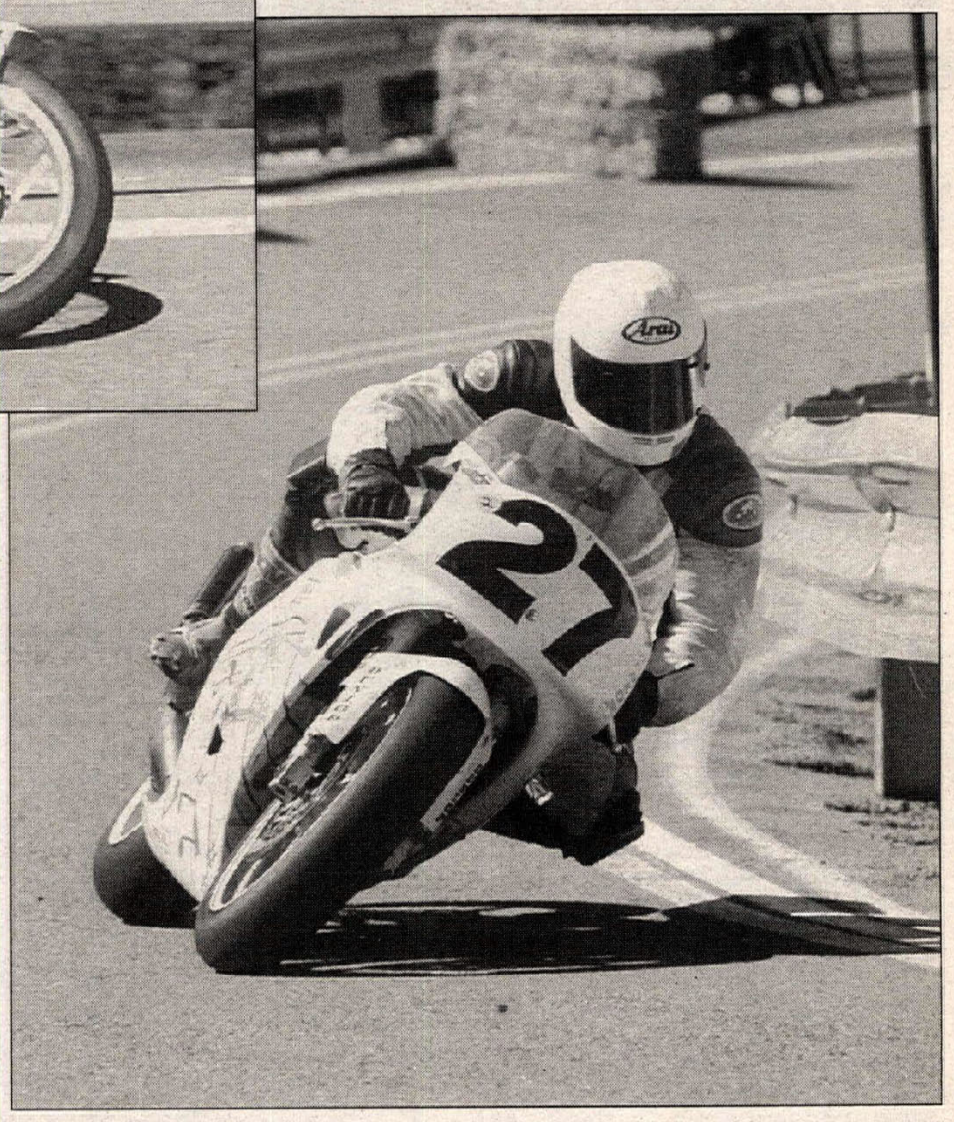
"So with that, we got hold of Skip Horne (of the North America Hillclimb Association). He says, 'I'll come right up and look at it.' He was here within a couple of days, and he looked at it and says, 'You know what? It's a pretty good hill.' And he was here in the fog, so he really couldn't see it, but it looked good to him. But he said, 'As steep as it is when I walked it, it has to be a good hill.'

"So that came together, and Dick Mann has always been after me to do some kind of hare scrambles or motocross up here for a vintage thing with AHRMA, and it just didn't fit in right here at Donner Ski Ranch. I kept playing around, playing around. Then I pulled in some of my chits down at Soda Springs - the ski hill down there, which is owned by a company out of Park City, Utah. So anyway, we tied together with the Soda Springs Ski Hill at Boreal Ridge and got it set up to where we could do motocross down there.

"Dick only wanted Saturday (for his vintage MX), so Todd Repsher (Donner's marketing manager), he was very well contacted with a lot of people because of (his involvement in promot-



(Left) Quite a few competitors in the pavement hillclimb rode older bikes, but none was older than Ron Dotson's '39 Indian 750 Sport Scout.
(Below) Brian LaFever made nine runs up the pavement hillclimb on Sunday, his 2:16:84 besting the next quickest by nearly 10 seconds.
(Bottom) No stranger to Donner, Geoff Aaron hops his Beta to line it up for the next obstacle in the two-day Geoff Aaron Invitational Supertrial.



ing the) Hangtown (National MX). He got hold of Mike Young, and that was the next step, so we got the motocross thing going.

"Then, when I was down at Hangtown a couple times, I'd watched the YSRs running on their little track, and I said, 'You know what - I think this could be something.' So I sent my son Lance down there, and he talked to them and they came up and looked at what Sugar Bowl had to offer in the way of the little mini road race course we put over there. They were excited about it, so that fell in place.

"The last idea I came up with was to do the world-class trials event, which I think went over very well."

With trials rider Geoff Aaron's help, the trials became the Geoff Aaron Invitational Supertrial, pitting four champions against each other.

In addition to new AMA/NATC National Observed Trials Champion Aaron and World rider Tommi Ahvala, Canadian champ Ryon Bell and South African title-holder Brian Capper received invitations to help put on the show, making it truly a weekend of champions.

The exhibition consisted of four sections approaching World-round difficulty, with the sections placed around the mountain where spectators and other competitors might congregate. To make winning even more desirable (since this was an exhibition and didn't count for points in any series), the four would vie for a $3000 purse.

Aaron outrode Ahvala on Saturday to build an early lead.

"That was the first time I've ever beat Tommi, so I was pretty excited," Aaron said.

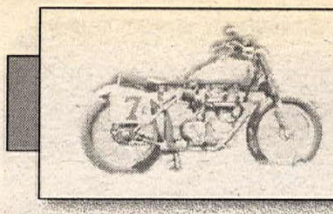
The Finn, clearly off-form the first day, came back strong to top the second day, but it wasn't enough to beat Aaron for the $1500 first-place prize. Still, $1000 for second wasn't bad; Bell earned $500 for third, with Capper picking up a $100 bonus.

The two hillclimbs - paved and dirt - also proved to be big spectator draws. Everyone could relate to the desire to run as fast as possible up a curvy stretch of public road, and it showed in the variety of machinery that competitors entered. In addition to the expected Supersport-spec multis, Ducatis and TZ250s, a few sidecars showed up, as well as Supermotard-style thumpers and a couple of classics: a three-speed, hand-shift '39 Indian 750 Sport Scout, and a '62 Honda 250 twin.

"This is the only pavement hillclimb race that I'm aware of in the country, so I just had to come," explained Jack Baker of Las Vegas as he prepared for a session aboard his '88 Yamaha YZ490 motocrosser-turned-road racer. "Pavement hillclimb? I'm here! Simple as that. And the road's gorgeous. I couldn't believe how wonderful the road is. It's a neat thing. It's really nice they can do this. It's kind of like the old days of the club racing, in a way."

Later, spectating at the top of the dirt hillclimb, YSR endurance racer Sam Dorsey of San Francisco said, "Yeah, I've been having a blast. There's just so many different things happening up here, things I've never seen before - it's just all good. The hillclimbing right now is insane.

"The pavement hillclimb would (normally) be like a Sunday morning ride and possibly end you up in jail. They're going really fast, there're rock walls on both sides, it's really dangerous, and they're really pushing it. A lot of AFMers out there - road race guys.



Old Highway 40 Motorcycle Days

"I had actually been up here before, and I saw the trials (then)."

Over at Soda Springs, Dick Mann laid out a grass-track-style motocross track on the ski slope.

"It reminds me of a race I did in Austria," Mann said.

True to the natural and vintage nature of the event (including a rubber-band start), the track consisted primarily of off-camber turns and straights, with nary a jump to sully things for those riding bikes sporting a full four inches of rear-wheel travel. But don't think it wasn't demanding. Besides being around 7000 feet in elevation, the track tested riders' mettle with that bane of the mountains - rocks, and lots of them everywhere. In fact, Sunday motocross promoter Mike Young Sr. reported that more than two dozen racers left after practice, complaining that the track was too rough and rocky.

And that wasn't the only grumbling, as some Soda Springs residents reportedly voiced dissatisfaction with the motocross and its attendant throngs invading their area. As Sayler said a few days after the activities, "We'll play that one along and see what happens. We got the track all put back together and leveled off and bladed in and seeded and strawed already, so no one can really complain. But we had very few complaints. Most of the businesspeople have looked at it and said, 'When are you doing it again?'"

To those queries, Sayler replies, "We're planning the same events for next year." CN

Old Highway 40 Motorcycle Days
Norden, California
Results: August 15-16, 1998

PAVEMENT HILLCLIMB
DEMO: 1. Brian LaFever; 2. Corey Call; 3. Lance Sayler (Yam).
MDRN GP OPEN: 1. Harold Parker; 2. Dan Cook; 3. John Davis.
MDRN SGL: 1. Paul Hart; 2. John Davis; 3. Jack Baker (Yam).
MDRN SPT/BK: 1. Harold Parker; 2. Dean Perry; 3. Rob Hardy.
MDRN S/SPT: 1. Joe Carrillo; 2. Shawn Reilly; 3. Corey Stowe.
MDRN TW: 1. Paul Orlandi; 2. Rob Hardy; 3. Kregg Williams
SDCR: 1. Wade Boyd; 2. Rick Murray; 3. Dawna Holloway.
VINT 250 GP: 1. Dennis Gregory.
VINT 350 GP: 1. Peter Johnson.
VINT BOT OPEN: 1. Tom Terry.
VINT CL-C: 1. Gary Davis.
VINT F-750: 1. Peter Hipp.
VINT OTHER: 1. Mike Simning.
VINT PRE-'40: 1. Ron Dotson (Ind).
VINT SOS F-1: 1. Brok McAllister.
VINT SOS F-3: 1. David Walden; 2. Charles Price; 3. Rob Worrel.
VINT SPTSMN 350: Peter Hipp; 2. Daryl Foster; 3. Gary Swan.
VINT SPTSMN 500: 1. Paul Shoen.
VINT SPTSMN 750: Ron Dotson (Ind); 2. Wylie Wilson; 3. Todd Sokol.
SUPERTRIALS
EXHIB: 1. Geoff Aaron (Bet); 2. Tommi Ahvala (G-G); 3. Ryon Bell (Mon); 4. Brian Capper (Mon).
NCMRRA YSR MINI ROAD RACE NATIONAL
STK: 1. Jerry Douglas (Yam); 2. Tommy Kosaka (Yam); 3. Eric Bateman (Yam).
S/SPT: 1. Jerry Douglas (Yam); 2. Tom Griffith (Yam); 3. Audrey Drachman (Yam).
S/BK: 1. Jerry Johnson (Yam); 2. Rob Abrams (Yam); 3. Beau Wilke (Yam).
60 GP: 1. Rob Abrams (Yam); 2. Jerry Johnson (Yam); 3. Jerry Douglas (Yam).
80 GP: 1. Beau Wilke (Suz); 2. Rob Abrams (Yam); 3. Brian Short (Yam).
F-80: 1. Beau Wilke (Suz); 2. Dan Merlino (Suz); 3. Pat Williams (Yam).
NOV STK: 1. Kazutoshi Chiba (Yam); 2. Stan Hindman (Yam); 3. Jason Welch (Yam).
NOV S/SPT: 1. Scott Shearer (Yam); 2. Kurt Mariner (Yam); 3. Dennis Dayton (Yam).
NOV S/BK: 1. Carmela Eager (Yam); 2. Mark Wanta (Yam); 3. Dennis Dayton (Yam).
B/W: 1. Brian Harp (Hon); 2. Richard Serne (Hon); 3. Paul Driscoll (Kaw).
WMN: 1. Audrew Drachman (Yam); 2. Barb Landry (Yam); 3. Carmela Eager (Yam).
MOD VET: 1. Richard Serne (Hon); 2. Tom Griffith (Yam); 3. Ray Ruggles (Yam).
OPEN VET: 1. Steve Mandeville (Yam); 2. Don Clinger (Kaw); 3. Mark Cozzens (Suz).
NOV TRPHY DSH: 1. Mark Wanta (Yam); 2. Carmela Eager (Yam); 3. Dennis Dayton (Yam).
VINTAGE MX
PREM 500 EX: 1. Rob Poole (BSA); 2. Kelly Shane (Ari); 3. Larry Ubaldi (Mat).
PREM 500 INT: 1. Ken Burningham (BSA); 2. John McCoy (Hus); 3. John Ford (Vel).
PREM 500 NOV: 1. Hank Wenzel (Nor).
SPTSMN OPEN TW EX: 1. Matt Rohr (Tri); 2. Manuel Datan (Tri).
SPTSMN OPEN TW INT: 1. John Proto (Tri); 2. Clark Sumner (Tri); 3. Joel Sweeney (Tri).
PREM OPEN TW EX: 1. Gary Davis (TB); 2. Danny Davies (TB); 3. Bill Knight (Nor).
PREM OPEN TW INT: 1. March Runyan (H-D).
CLSC 500 EX: 1. Kelly Shane (Ari); 2. Ron Melton (Bul); 3. John Geer (BSA).
CLSC 500 INT: 1. Ken Buningham (BSA); 2. Rich Dominguez (Tri); 3. Frank Rodgers (BSA).
CLSC 500 NOV: 1. Bill Dumas (BSA).
PREM L/W EX: 1. Michael Green (BSA); 2. Gary Davis (Hon).
PREM L/W INT: 1. Randy Hiatt (BSA); 2. Larry Madrigal (BSA).
WMN INT: 1. Debbie Poole (CZ).
WMN NOV: 1. Linda Hatch (Bul); 2. Ellen Voermans (Hon).
SPTSMN 125 INT: 1. Mark LaCurelle (Hon); 2. G. Gilmore (Hon); 3. Dave Keil (Hon).
SPTSMN 125 NOV: 1. Keith Hill (Ric); 2. Ellen Voermans (Hon).
CLSC 125 EX: 1. George Golling (Pen).
CLSC 125 INT: 1. G. Gilmore (Hus); 2. Scott Fisher (Hon); 3. John Sherry (Hus).
CLSC 125 NOV: 1. Rustin Banks (Hon).
CLSC 250 EX: 1. Robert Borg (CZ).
CLSC 250 INT: 1. Gary Mikkelson (CZ); 2. Kenny Sykes (Gre); 3. Jerry Brown (AJS).
CLSC 250 NOV: 1. John Breshears (Gre); 2. Gill Driscoll (Ari); 3. John Gulliford (Oss).
SPTSMN 250 EX: 1. Randy Lewis (Oss); 2. Jeff Naff (C-A); 3. Ed Flanigan Jr. (CZ).
SPTSMN 250 INT: 1. Jeff Mitchell (Hon); 2. Scott Silvia (Kaw); 3. David Helwig (Yam).
SPTSMN 250 NOV: 1. Carlos Romero (Yam); 2. Joel Hanson (Hon); 3. Chris Oberender (Yam).
SPTSMN 500 EX: 1. Ken Vaderhoof (CZ); 2. Steve Parker (Hus); 3. Ed Flanigan (CZ).
SPTSMN 500 INT: 1. Todd Kohlmeister (Mai); 2. Jim Keaton (Hus); 3. Rick Nicholson (Mai).
SPTSMN 500 NOV: 1. Clark Darley (CZ); 2. Terry Waters (CZ); 3. Joe Cook (BSA).
30+ EX: 1. Robert Hansen (Hon); 2. Jeff Naff (C-A); 3. Keith Nicholson (Gre).
30+ INT: 1. Scott Silvia (Kaw); 2. Jeff Mitchell (Hon); 3. Clark Sumner (Suz).
30+ NOV: 1. Rick Ziemer (Hon); 2. Carlos Romero (Yam); 3. David Starr (Yam).
40+ EX: 1. Robert Hanson (Hon); 2. Randy Lewis (Oss); 3. Matt Rohr (Tri).
40+ INT: 1. Todd Kohlmeister (Mai); 2. Darryl Alcorn (Hus); 3. Jerry Winkelbauer (Ral)
40+ NOV: 1. Steve Davis (Bul); 2. Darrell Leroy Kilgore (Yam); 3. Richard Yaman (BSA).
50+ EX: 1. Danny Davies (TB); 2. Duane Spencer (Hon); 3. Danny Smart (Hus).
50+ INT: 1. Pete Porter (CZ); 2. Jerry Brown (Hus); 3. Jim Keaton (Hus).
50+ NOV: 1. Pete Silva (CZ); 2. Joe Cook (BSA); 3. John Gulliford (Ric).
60+ EX: 1.Wayne Sumner (TB); 2. Bill McClinton (BSA); 3. Rod Brasel (Bul).
60+ INT: 1. Doug Archibald (Hus).

(Above) Motocrossers raced on a natural-terrain track laid out on the face of the Soda Springs Ski Hill. Eric DuCray (20) won the 250cc Pro class over Chris Vendley (2). (Left) YSR races also figured prominently into Old Highway 40 Motorcycle Days, with a hay bale-lined track set up in the parking area for the Sugar Bowl Ski Resort.

Norm Sayler of the Donner Ski Ranch helped put Old Highway 40 Motorcycle Days together with the help of many. He hopes to make it an annual event, expand it and also help raise money for the Clayton Foundation, which helps injured motorcycle racers.

60+ NOV: 1. Richard Mayer (Hon); 2. George Eadie (Yam); 3. Harvey Williams (Yam).

WESTERN STATES OPEN MX CHAMPIONSHIPS

VET NOV: 1. Ken Breneisen (Suz).

VET INT: 1. Will Coates (CCM); 2. Walt Olson (Hon); 3. Mike McMurry (Yam).

VET EX: 1. Ed McCoy (Hon); 2. Greg Blevins (Hon); 3. James Morningstar (Kaw).

80 NOV: 1. Kyle Dytter (Hon); 2. Jeremiah Gerber (Yam); 3. Joel Grosskorf (Hon).

SR NOV: 1. Kevin Anderson (KTM); 2. Tom Baugh (Mai); 3. Philip Gagnon (Hon).

SR INT: 1. Tony Haminski; 2. Bill Tremaine; 3. Davie Keil.

SR EX: 1. Cliff Coates; 2. Alan Thomason; 3. Parry Klassen.

OPEN/4-STK NOV: 1. Steve Matlock (Hus); 2. Rory Rundle (Hon); 3. John Moore (Hon).

OPEN/4-STK INT: 1. Erik Kohler (Yam); 2. Bill Jarvis (Hon); 3. Greg Lepesh (Yam).

125 NOV: 1. Rod Kreiss (Suz); 2. Sam Sawlky (Yam); 3. George Hammerback (Kaw).

P/W: 1. J.D. Moore (Kaw); 2. Kyle Prince; 3. Logan Cohen.

125 PRO: 1. Shane Esposito (Hon); 2. Eric DuCray (Yam); 3. Chris Neal (Hon).

125 INT: 1. Brian Kousselow; 2. Kevin McGovern (Yam); 3. Tony Evans (Hon).

OPEN PRO: 1. Shane Esposito (Yam); 2. Benn Buyen (Yam); 3. Mike Callaghan.

250 NOV: 1. Craig Wesner (Kaw); 2. Sam Sawstey (Yam); 3. Todd Williamson (Suz).

250 INT: 1. Erik Kohler (Hon); 2. Pete Neely (Hon); 3. James Lewis (Kaw).

250 PRO: 1. Eric DuCray (Yam); 2. Chris Vendley (Suz).

NAHA HILLCLIMB

Saturday

STK 50: 1. Mark Olsen (Yam); 2. Pete Krunich (Suz); 3. Thunder Olsen (Yam).

STK 60: 1. Jason Smith (Kaw); 2. Pete Krunich (Suz).

STK 80: 1. Jason Smith (Kaw); 2. Brent Eastewood (Kaw); 3. Stewart Burbus (Hon).

STK 125: 1. Steve Matlock (Yam); 2. Jason Smith (Kaw).

STK 250: 1. Chet DeBois (Hon); 2. David Mason (Hon); 3. Darren Morris (Hon).

STK 500: 1. Mike Ressor (Kaw); 2. Keith Thomas Jr. (Hon); 3. David Mason (Hon).

VET STK 250: 1. Fred Blair (Hon); 2. Chet DuBois (Hon); 3. Jeff Ratto (Hon).

VET STK 500: 1. Fred Blair (Hon); 2. Brian Beran (Hon); 3. Keith Thomas Sr. (Hon).

WMN 250: 1. Jackie Lorenzo (Yam).

WMN 350: 1. Debbie Lorenzo (Hon).

4-STRK 250: 1. Brian Greenstein (Hon).

4-STRK 350: 1. Michael Park (Hon); 2. Jeff Lorenzo (Hon); 3. Don Clancy (Hon).

4-STRK 500: 1. Ty Spooner (Yam); 2. Troy Burchby (Yam); 3. Brian Helton (Yam).

4-STRK 600: 1. Mike Wilson (ATK); 2. Steve Matlock (Hbg); 3. Keith Thomas Sr. (Hon).

ALTERED STK 600: 1. Travis Whitlock (Hon); 2. Jeff Dillard (Pol); 3. Kerry Peterson (Hon).

ALTERED STK OPEN: 1. Ken Long (Kaw); 2. Dennis Schimke (Suz); 3. Brian Helton (Kaw).

VET ALTERED STK 600: 1. Kerry Peterson (Hon); 2. John Howell (Hon); 3. Scott Petersen (Hon).

O/T 250 STK: 1. Jordy Cohen (Hon).

O/T 500 STK: 1. Bob August (KTM); 2. Michael Park (Hon); 3. Charlie Krikorian (Hon).

O/T ALTERED STK 600: 1. Kerry Peterson (Hon); 2. Dennis Schimke (Hon); 3. Russell McCoy (Yam).

SR: 1. Dennis Schmike (Hon); 2. Lefty Frueh (Hon); 3. George Sauer (Hon).

Sunday

EXHIB OPEN: 1. Travis Whitlock (Yam); 2. Dusty Beer (Suz); 3. Shannon Chamberlain (Suz).

EXHIB 700: 1. Kelly Braswell (Hon); 2. Paul Stoffer (Hon); 3. Dave Johnston (Hon).

EXHIB 250: 1. Pete Krunich (Hon); 2. Ed Taylor (KTM); 3. Dusty Beer (KTM).

PRO ALTERED OPEN: 1. Dusty Beer (Kaw); 2. Travis Whitlock (Yam); 3. Mike Reesor (Kaw).

PRO ALTERED 600: 1. Travis Whitlock (Hon); 2. Dusty Beer (KTM); 3. Pete Krunich (Hon).

O/T 600: 1. Kerry Peterson (Hon); 2. Dennis Schimke (Hon); 3. Dennis Spencer (Kaw).

O/T OPEN: 1. Kerry Peterson (Zab); 2. Ken Long (Kaw); 3. Lefty Frueh (Kaw).

SR: 1. Dennis Schimke (Hon); 2. Lefty Frueh (Kaw); 3. Don David (Yam).

144 color pages of pure SUPERCROSS

Collector's Book

COLLECTOR'S SERIES

SUPERCROSS 1998

BY BRENT MADARASZ

Using brilliant photography from Kinney Jones and Frank Hoppen, Supercross '98 shows intense action and also goes behind the scenes to give readers a rare look at the factories, support teams, race shops and race personnel. And if you're a tech head or statistics junkie, Supercross '98 has plenty of information and photos for you as well. In addition to a big exposé on 125 and 250s, the book explores the ever-developing role that four-strokes are playing and how they will change the future.

Feature Articles By:
Eric Johnson, Tom Webb and Brent Madarasz

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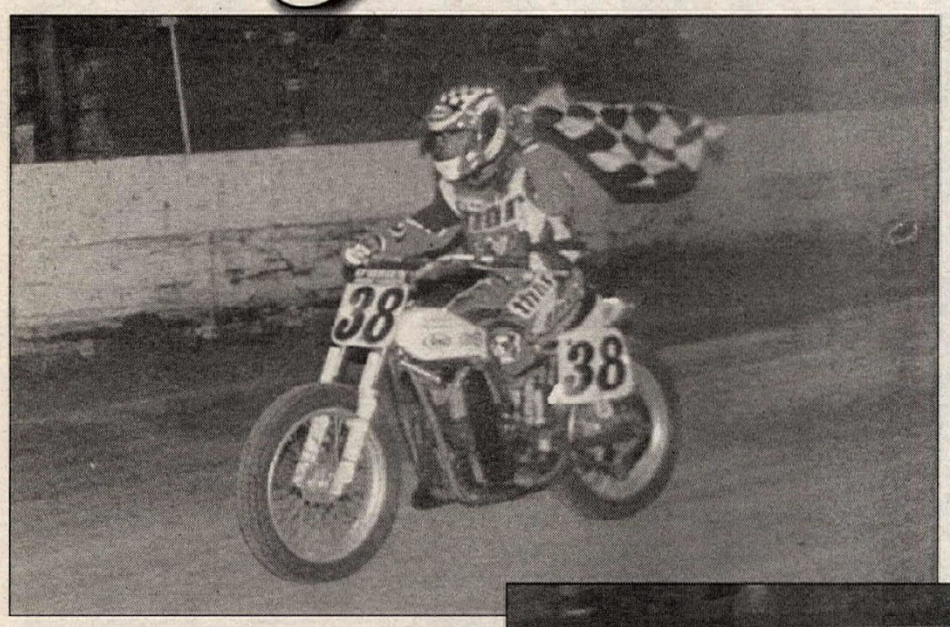
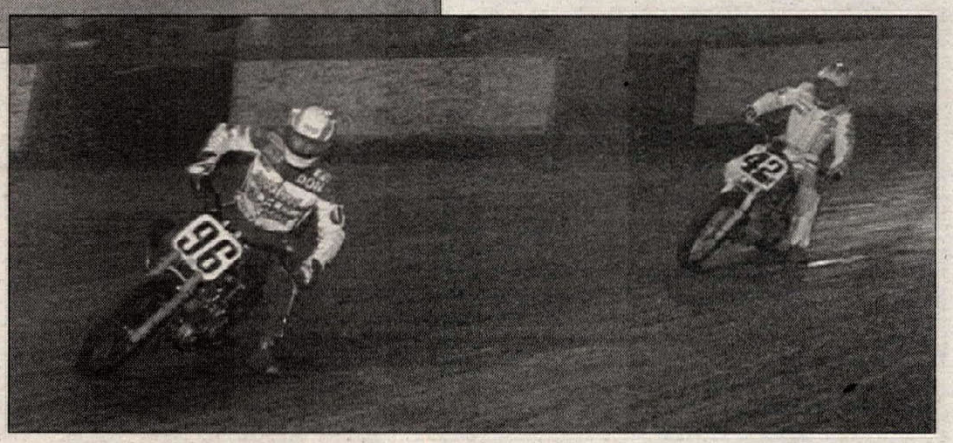
AMA WEST COAST FLAT TRACK SERIES

Round 4: Bakersfield Speedway

All good things must end





(Top) Steve Mayfield carried the checkered flag after scoring his second 600cc Expert main-event win in AMA West Coast Flat Track Series action at Bakersfield Speedway.
(Above) Donnie Paul (96) leads eventual winner A.J. Herrera (42E) in the 883 main event. Herrera also clinched the 883 title for the series.

By Fred Windum

BAKERSFIELD, CA AUG. 22

Steve Mayfield put in a perfect night, as he scored the 600cc Expert-class win at the final round of Gene Romero's 1998 West Coast Flat Track Series in front of the largest and noisiest crowd to date at Bakersfield Speedway's high-banked quarter-mile oval.

Although the track was a little dusty during practice, as the sun went down and the temperature cooled, the track continued to get faster, with the track announcer giving the average speed for the 600 Experts at more than 84 miles per hour! Smooth operation by both the AMA officials and the racers gave the fans a show with few interruptions and great racing.

HEATS

Tony Souza jumped the start of the first Pro-Sport heat, handing the lead to Ray Comer Jr., but Souza still led at the stripe for the first heat of the night. Comer's ride at the front was short, as he was dropped to the rear by Brent Volbrecht, Chris Rudy and Ron Hinton. Rick Reed led heat two from wire to wire ahead of Mike Gonzales, Ward McKee, Richard Pollock and Wayne Warrington.

Ronnie Brown sat alone on the front row for the final Pro-Sport heat after the rest of the racers were sent to the penalty line for jumping the start. The former National number 47, stuck in the Amateur ranks due to AMA licensing technicalities, didn't really need the break, jetting out front on the Rod Lake/SoftLink Wood-Rotax. He was chased by Danny Ritchie, Robbie Lee, Rick Pearce and Gary Ritchie. Pearce charged past Ritchie and Lee, managing to look smooth on a twitchy Honda CR500 and to take second ahead of Danny Ritchie, Lee and Gary Ritchie.

The AMA starter threw a red flag in the 883cc heat, restarting the field but without any penalties. On the restart, A.J. Herrera took the front spot ahead of Eric Wood, Donnie Paul and Trapper McDaniel, charging hard from the back row. Paul took over second but was soon joined by McDaniel, thus leaving Wood to run fourth. Reuben Malaguarnero sat in fifth, but he sat there for too long, getting passed by Norm Francis. Herrera ran away from Paul, who was trailed by McDaniel, Wood and Francis.

Eddie Mulder, Romero's sometime partner in promotions, stole the holeshot in the first heat of the Ascotera vintage twins, leading two laps before slipping to third behind Ken Thiebaud and John Lundgren. Mulder pulled back into second as Lundgren dropped back and was passed by Jeff S. Johnson, getting back up to third on the last lap.

Starter anticipation continued into the second 750cc heat, as all of the riders jumped the start. Clyde Denner got the best jump on the second start, leading Triumph riders Jeff Johnson, Mickey Alzola and Wayne Warrington. Johnson quickly moved to the front, Alzola went around the outside of Denner for second, and Dennis Pinheiro dropped Warrington to fifth.

Steve Mayfield, Randy Bereman and J.P. Simonsen all got to watch the first Expert heat leave the line from the penalty line after jumping the start. Steve Johnson and Trapper McDaniel were the first into turn one, with Mayfield getting McDaniel in turn two and leading as they came around for the first lap. As Mayfield pulled away, Simonsen was diving through the pack to third and bumping into Johnson, trying to get by. But Johnson held his ground, leaving Simonsen in third, while Randy Bereman sent McDaniel, on the lone Yamaha, back one more spot to fifth.

Rod Lake Racing's Paul Iwanaga grabbed the lead in the second Expert heat and never looked back, pulling away from Allan McClellan, Ronnie Reimer and A.J. Herrera. Hererra took over third, but Lonnie Pauley muscled through traffic and took the spot away from Hererra, pushing inside McClellan and then looking at the straightaway between Iwanaga and himself. Reimer and Herrera pulled ahead of McClellan, while Pauley closed the gap on Iwanaga. Hererra slipped by Reimer's Honda to third on the last lap.

SEMIS

Pro-Sport riders hit the track for their semi, with Richard Pollock leading on his YZ400, ahead of Ron Hinton and Warrington. Gary Ritchie and Francis went around Phil Swearingen; then Francis passed Ritchie and aimed for Warrington. The chase ended when Francis low-sided in turn three, giving fourth - and the final transfer - to Ritchie.

ROD LAKE DFC

Rod Lake, the patron saint of dirt track, sponsored a five-lap dash for cash for the heat winners of the ProSport, Vintage Twins and Expert heats, who lined up in handicap order, with the Pro-Sport riders out front. At the flash of the green light, Reed jumped out ahead of the pack, followed by Souza and Mayfield, who made quick work of the Pro-Sport crew to take the lead on the first go-around. He was soon joined by Iwanaga, who stuffed his way under Souza on lap three into second, while Johnson worked by Reed into fourth. Pauley managed to get by Reed into fifth, but time had run out before he could get past the Triumph of Johnson. Mayfield, Iwanaga and Souza, all Wood-Rotax-mounted, sped across the line ahead of the Triumph of Johnson and then the singles of Pauley, Reed and Ronnie Brown. Triumph-mounted Mulder and Alzola followed, and Lundgren muscled his Yamaha twin across for the final paying spot.

MAINS

With a short break behind them, the Pro-Sport riders took to the track for their final race of the night. Progressive Suspension's Reed led Brown, Pearce and Souza in the first false start, until AMA referee Bob Hill lined them up again. This time Souza led Reed, Pearce, Ward McKee and Mike Gonzales. Brown was forced to drop out when the exotic SoftLink rear suspension on his mount went south. Souza began to motor away from the pack, riding smoothly and consistently out front, while Pearce worked past Reed and set out after the leader. Reed slipped wide in turn two and got into the marbles, losing third to the KTM of McKee but taking third back on the outside of three and four. Souza kept the lead out front, while Pearce, looking wild but fast on his Honda CR500, slowly gained on the leader, half a lap ahead of third-placed Reed.

Yamaha-mounted Gonzales passed McKee for fourth, and Richard Pollock rode his YZ400 around Danny Ritchie's Yamaha, securing the sixth and seventh spots. Yamaha-mounted Ron Hinton and the Hondas of Chris Rudy and Wayne Warrington filled out the top 20 in the most diverse class of the night. The win gave Souza the Pro-Sport championship in the series, ahead of Kenny Noyes, Pearce, Ronnie Kemp and Brown.

Paul got off the line ahead of McDaniel, Francis, Wood and Hererra to lead the 883cc race in the early going. Hererra began picking off riders on his Aztec Racing mount early on, moving past Wood on lap one and going outside Francis to pull in behind the two front-runners. Hererra's 883 was clearly one of the "new-rule" 883s, as was evidenced by his power move past McDaniel on the back chute to pull in behind Paul. Further back, Wood was gaining on Francis, and Reuben Malaguarnero rolled on ahead of Mike Boyle and Ken Schlosser, who gained a spot when he passed Boyle for the seventh spot.

Up front, Hererra was putting the pressure on Paul as the pair pulled away. That pressure finally worked when Paul slipped wide in turn two, leaving Hererra the space he needed to take the lead. McDaniel held on to fifth, ahead of Francis, Wood and Malaguarnero.

Lundgren led the thundering 750cc twins off the line on his Champion Yamaha in their final ride of the series, ahead of a charging Johnson, Thiebaud, Mulder and Denner. Johnson slid his 650cc Triumph around inside Lundgren to lead the first lap, as Thiebaud pulled up alongside Lundgren to try an outside pass on the wide groove in turn three. Lundgren held on to second, but he was put into third on the next lap when Thiebaud made the move work. Alzola drove around Denner's Norton to pull in behind Mulder, putting four Triumphs in the top five spots. Johnson continued to pull away ahead of Thiebaud, Lundgren, Mulder and Alzola. Bob Cobb, on one of Shell Thuet's Yamahas, put Denner back to seventh. Jeff S. Johnson followed, with Pinheiro and Malaguarnero rounding out the top 10.

Riders lined up for the 600cc Expert race in what shaped up to be a mini National, as five National plate holders occupied the front row. Mayfield put his Mayfield Brokerage Wood-Rotax squarely in front of the field at the flash of the green light, ahead of Rod Lake Racing's

Iwanaga and Aztec Racing rider Hererra. As Mayfield and Iwanaga pulled away, Hererra was hounded by Steve Johnson, Simonsen and Pauley, who was trying to make his way to the front after a poor start. Pauley took advantage of Johnson and Simonsen's battle, diving inside to pull in behind Hererra, leaving tire marks obliterating the numbers on Hererra's inside number plate. Pauley pulled inside Hererra going into turn one, but would have to wait for the back straight to pass the tenacious Hererra on his Bill Fagundes-tuned Wood-Rotax. Simonsen was working to get by Johnson on the outside as Robert Seay went down in turn one, taking Allan McClellan up to the bales, while Jesse Sanchez had no place to go but over the top, coming to a halt in the hay. Both riders got up bruised and shaken, but their bikes were bent up too much to continue.

AMA rules give a minimum of five laps on a late-race restart, effectively placing Mayfield at the front of a single-file trophy dash. The race order continued as before, but now Pauley was directly behind Mayfield and Iwanaga. Hererra lost a bit of ground on the leaders, holding off Johnson and a hard-charging Simonsen, who tried an outside pass on Hererra and Johnson, only to get into the turn-two marbles, swap ends and hit the ground hard. This bought out the red flag once again. Simonsen was up shortly, bruised and battered, quickly knocking the bars back into ridable condition, and the race was started once again.

Mayfield hung on to win ahead of Iwanaga and Pauley. Randy Bereman took advantage of the restart to pass both Johnson and Hererra, sliding into fourth. Hererra held on to finish fifth, with Johnson and McClellan on his tail. Ronnie Reimer and McDaniel brought up the rear, while Robert Seay and Jesse Sanchez were credited with the final two positions.

Overall, Lonnie Pauley clinched the West Coast Flat Track Series Expert 600cc Championship, while Tony Souza, with one win, grabbed the number-one spot in the Pro-Sport class. Triumph rider Jeff Johnson went three for three in the 750cc Modern Vintage class to clinch that title. The 883cc championship went to A.J. Hererra, who posted two wins during the series. CN

Bakersfield Speedway
Bakersfield, California
Results: August 22, 1998 (Round 4 of 4)

600 PRO-SPT: 1. Tony Souza (W-R); 2. Rick Pearce (Hon); 3. Rick Reed (W-R); 4. Mike Gonzales (Yam); 5. Ward McKee (KTM); 6. Richard Pollock (Yam); 7. Danny Ritchie (Yam); 8. Ron Hinton (Yam); 9. Chris Rudy (Hon); 10. Wayne Warrington (Hon).

883: 1. A.J. Herrera; 2. Donald Paul; 3. Trapper McDaniel; 4. Norm Francis; 5. Eric Wood; 6. Reuben Malaguarnero; 7. Ken Schlosser 8. Mike Boyle.

750 TW: 1. Jeff Johnson (Tri); 2. Ken Thiebaud (Tri); 3. John Lundgren (Yam); 4. Eddie Mulder (Tri); 5. Mickey Alzola (Tri); 6. Bob Cobb (Yam); 7. Clyde Denner (Nor); 8. Jeff S. Johnson (Yam); 9. Dennis Pinheiro (Yam); 10. Reuben Malaguarnero (H-D).

600 EX: 1. Steve Mayfield (W-R); 2. Paul Iwanaga (W-R); 3. Lonnie Pauley (W-R); 4. Randy Bereman (Rtx); 5. A.J. Herrera (Rtx); 6. Steve Johnson (W-R); 7. J.P. Simonsen (W-R); 8. Allan McClellan (W-R); 9. Ronnie Reimer (Hon); 10. Trapper McDaniel (Yam).

AMA WEST COAST FLAT TRACK SERIES POINTS STANDINGS (After 4 of 4 rounds):

600 PRO-SPT: 1. Tony Souza (77); 2. Kenny Noyes (60); 3. Rick Pearce (50); 4. Ronny Kemp (33); 5. Ronnie Brown (31); 6. Mike Gonzales (27); 7. Richard Pollock (26); 8. Ron Hinton (21); 9. Danny Ritchie (20); 10 (TIE) Wayne Warrington/Toby Jorgensen (19).

883: 1. A.J. Herrera (65); 2. Norm Francis (50); 3. Reuben Malaguarnero (43); 4. Mike Boyle (35); 5. Eric Wood (33); 6. Billy Martin (23); 7. Ken Schlosser (22); 8. Donald Paul (19); 9. Trapper McDaniel (16); 10. Wayne Warrington (13).

750 TW: 1. Jeff Johnson (69); 2. John Lundgren (35); 3. Eddie Mulder (30); 4. Clyde Denner (28); 5. Craig Haas (27); 6. Mickey Alzola (25); 7. Reuben Malaguarnero (23); 8. Wayne Warrington (22); 9. Ken Thiebaud (19); 10. Rick Reed (16).

600 EX: 1. Lonnie Pauley (73); 2. Steve Mayfield (65); 3. Paul Iwanaga (60); 4. J.P. Simonsen (58); 5. Jesse Sanchez (33); 6. Robert Seay (30); 7. Billy Martin (29); 8. Randy Bereman (27); 9. A.J. Herrera (26); 10. Bret Landes (23).

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Tue. 9/1	7pm est.	Bike Week	SPEEDVISION
Sun. 9/6	4pm est.	AMA Superbike - Pike's Peak	SPEEDVISION
Sun. 9/6	5pm est.	FIM GP 500 - City of Imola	SPEEDVISION
Sun. 9/6	5pm local	World Superbike - Assen, Holland	FOX SPORTS NET
Sun. 9/6	6pm local	AMA 600 - Pike's Peak	FOX SPORTS NET
Sun. 9/6	10pm est.	World Superbike - Assen	SPEEDVISION

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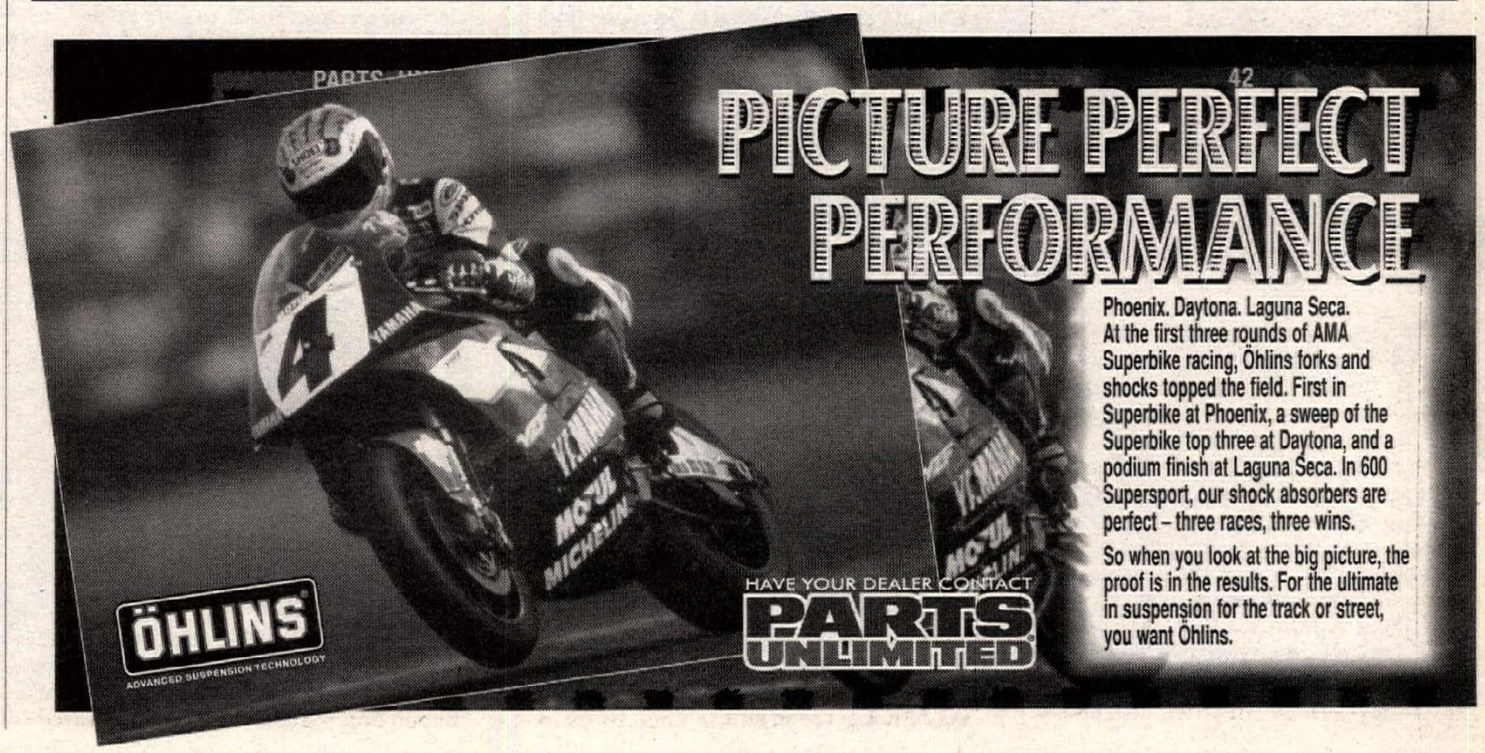
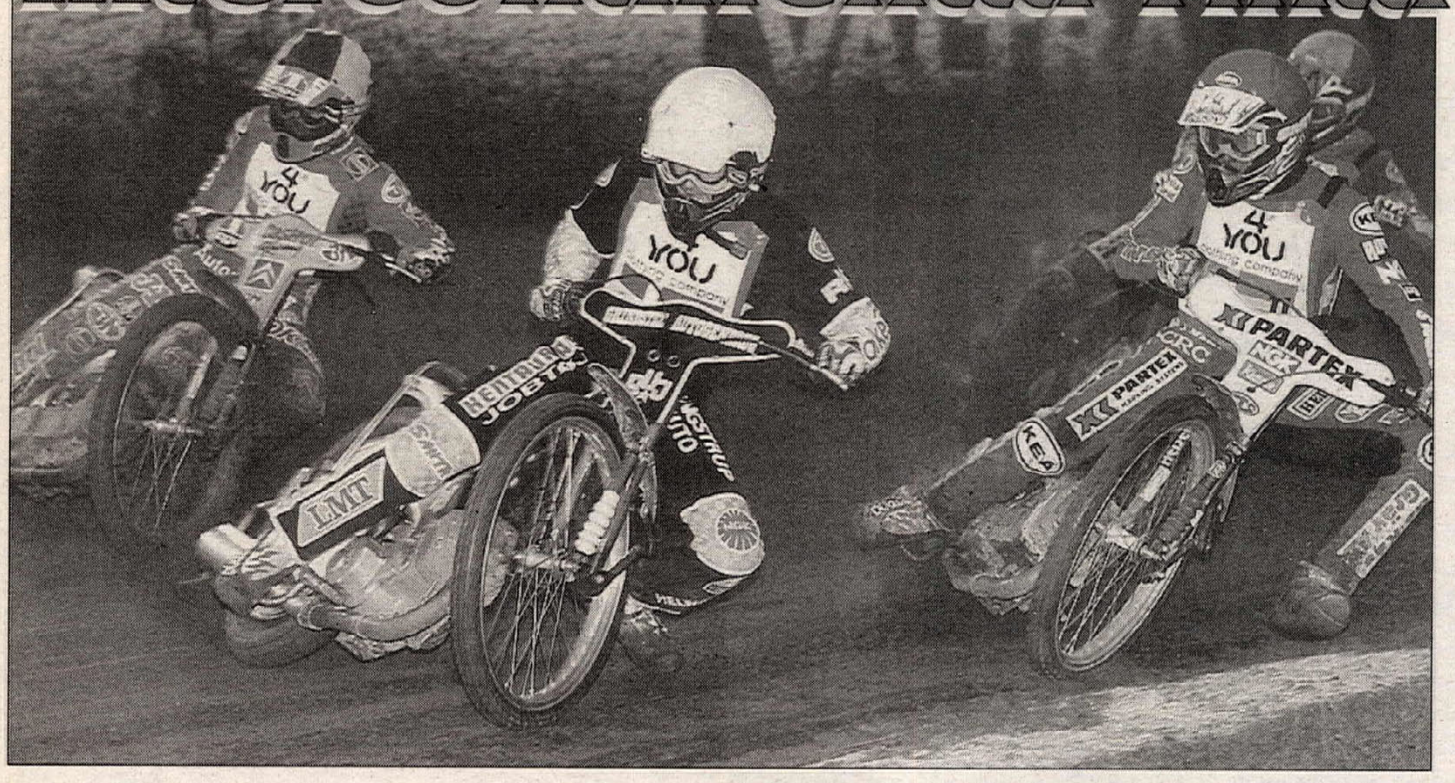


Karger's king of Intercontinental Final



By John Hipkiss

VOJENS, DENMARK, AUG. 21

Rain failed to dampen the enthusiasm of home-nation favorite Brian Karger as he roared to victory at Vojens Speedway in Vojens, Denmark, to gain one of two places available in next year's World Individual Championship grand prix series. He got the better of classy Swede Peter Karlsson in a runoff after both riders finished on 14 points, ensuring they will be mixing it with the big boys next year.

"Sudden" Sam Ermolenko was pleased with his efforts, as he headed the qualifiers for the Grand Prix Challenge, which takes place in Pardubice, Czech Republic, on October 3.

Other qualifiers for the sudden-death-challenge event were England's Joe Screen, Denmark's John Jorgensen, England's Gary Havelock, Denmark's Nicki Pedersen and Sweden's Mikael Karlsson.

The meeting started in dreadful conditions, with rain coming down, which caused some concern for the majority of riders heading back to England for important meetings the following night. If this meeting had been called off, it would have been on Saturday, which would have caused chaos with the British League.

As is always the case when racing in the rain, riders went for the fast starts to avoid getting filled in with dirt from their rivals' back wheels, but that's exactly what happened to Kelvin Tatum in heat one. The former World finalist missed the start and made a mess of the first turn as Overseas Champion Jason Lyons pulled well clear down the back straight to head the race from Nicki Pedersen and Joe Screen.

Karger signaled his intentions to the rest of the field with a fast start in heat two, leaving Gunnestad, Paul Hurry and Peter Nahlin trailing well behind him. This was matched by Peter Karlsson in heat three, as his margin of victory was impressive over Gary Havelock - the 1992 World Champion - Glenn Cunningham and Ronni Pedersen.

Ermolenko started in style when he made a flying start in heat four, and after a tight battle with his Wolverhampton colleague Mikael Karlsson in the first bend, he was a comfortable winner, but with rain coming down all the time, there were genuine fears this meeting would not be completed.

As much work as possible was done on the track in between heats four and five, as this was the end of the first round of races, with every rider completing one race. Ermolenko looked superb again in heat four, going on the leaderboard with six points from two races as he showed Nahlin, Havelock and Tatum his back wheel in classic "Sudden Sam" style - his three rivals could not get near him.

Karger suffered his only defeat of the night in heat seven, when he was second best to Peter Karlsson, who looked fast as he roared away into the second lap, while his younger brother Mikael trailed in at the back.

But the make-or-break time for this event came at the end of heat eight, when each rider had completed two races. "Sudden" Sam took the intitiative by asking English referee Tony Steele to go down to the track and take a close inspection, as conditions were getting worse despite the fact that the rain was easing. Steele ordered the Vojens track staff to work on the track with a view to taking the dirt to the outside, which meant the top surface, which was nothing but slime, was clear for the riders to continue.

But the problems didn't stop there. Heat nine had to be raced more than once, as Aussie Mark Lemon went down in the first turn but was allowed back in for a rerun. Then he repeated the damage and was excluded by Steele for causing the stoppage of the race, and effectively his night was over. Peter Karlsson took full advantage of the second rerun to make it three straight wins and he became the favorite to go on and take the title.

Mikael Karlsson struggled for third place in heat 10 and, with three points from three rides, it looked almosy certain that his hopes of a place in the Grand Prix challenge were over - until later. Ermolenko's first defeat came at the hands of Nicki Pedersen in heat 11, but with eight points on the board, he was still well on course for a rostrum place.

Heats 12 and 13 proved to be the turning point for Karger, as he assured himself of a place on the rostrum with two successive wins. He was an impressive winner of heat 12, ahead of countryman Jorgensen, and in heat 13 he was forced to work hard in the early stages, with a tight first turn against the hard-riding Ronni Pedersen, with Ermolenko

(Top) Denmark's Brian Karger (center) scored 14 points and went on to a win a runoff against Peter Karlsson (right) to win the Intercontinental Final at Vojens Speedway in Denmark. Both riders also earned direct seeds into the 1999 World Individual Championship Series.
(Above) Stayin' alive: Although he failed to finish in the top two, the third-place finish of Sam Ermolenko (left) has given him the right to contest the GP Challenge meeting, where he has a solid chance of earning a ticket to the '99 grands prix.
(Below) How atrocious were the conditions at Vojens? Jason Lyons (above) and Mark Lemon (below) made contact in heat nine, forcing them into a slide through the slime.

relegated to third. And when Jorgensen edged out Peter Karlsson in heat 14, it meant both Karger and Karlsson were level on 11 points going into the final round of races.

But the real scrap was developing lower down the order, with no fewer than 10 riders chasing the five remaining qualifying places as Karger, Karlsson and Ermolenko (9 points) were already home and dry.

"After winning the first two rides, I'm disappointed not to be straight back through to the Grand Prix, but at the end of the day I finished three points behind the top two," Ermolenko said. "It's good to be back on a rostrum. That's always a good feeling, and I just hope I can make tonight worth it when I go to the Grand Prix Challenge. The track was very difficult at times, and it was all about making the starts, which I managed to do early on, but the meeting got more difficult because no rider wanted to give away points easily."

The racing then improved, as riders threw everything into the first turn, and it was good to see that nobody got hurt in very tense circumstances.

Mikael Karlsson was celebrating after gaining five points from heats 16 and 17, as this was enough to put him through to a runoff for places in the GP Challenge.

Karger won heat 18 and Peter Karlsson won heat 20, which set up a runoff for the Intercontinental title, and with four riders on eight points chasing three GP Challenge places, it meant another runoff. Thankfully, the rain halted for the all-or-nothing showdowns, starting with the race for GP Challenge places.

This was won from the gate, as Havelock made a dream start and talented teenager Nicki Pedersen tucked in behind him. Mikael Karlsson worked hard for third place, which meant heartache for Ronni Pedersen, who saw his hopes of Grand Prix glory dashed within four laps.

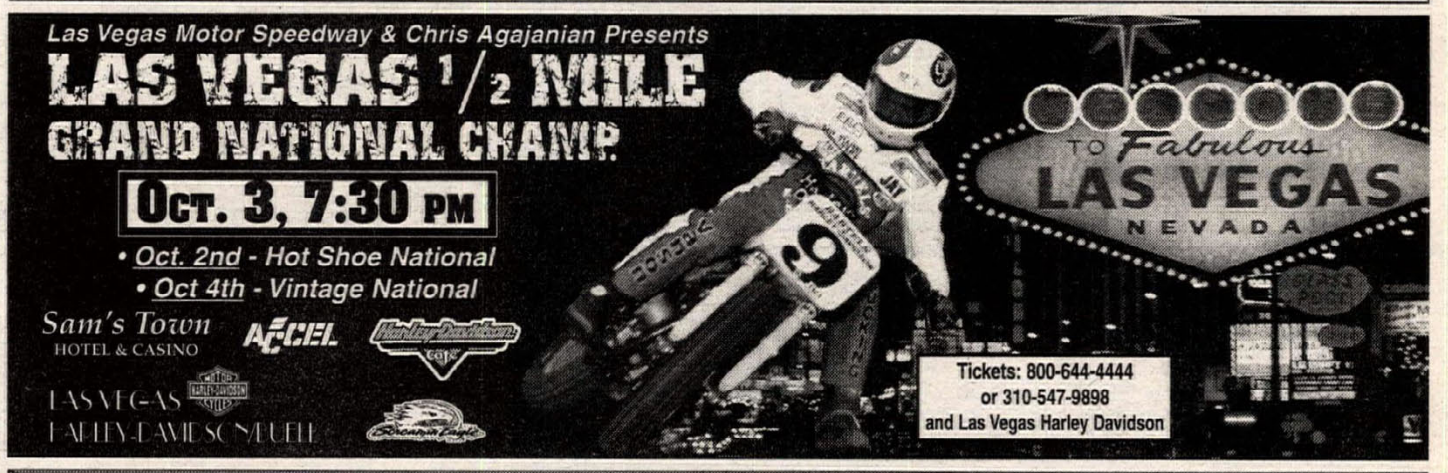
Then came the race for the title, with Karger up against Peter Karlsson. It was the Dane who pulled clear to take the honors, but both riders could afford to celebrate their place in the biggest speedway competition in the world.

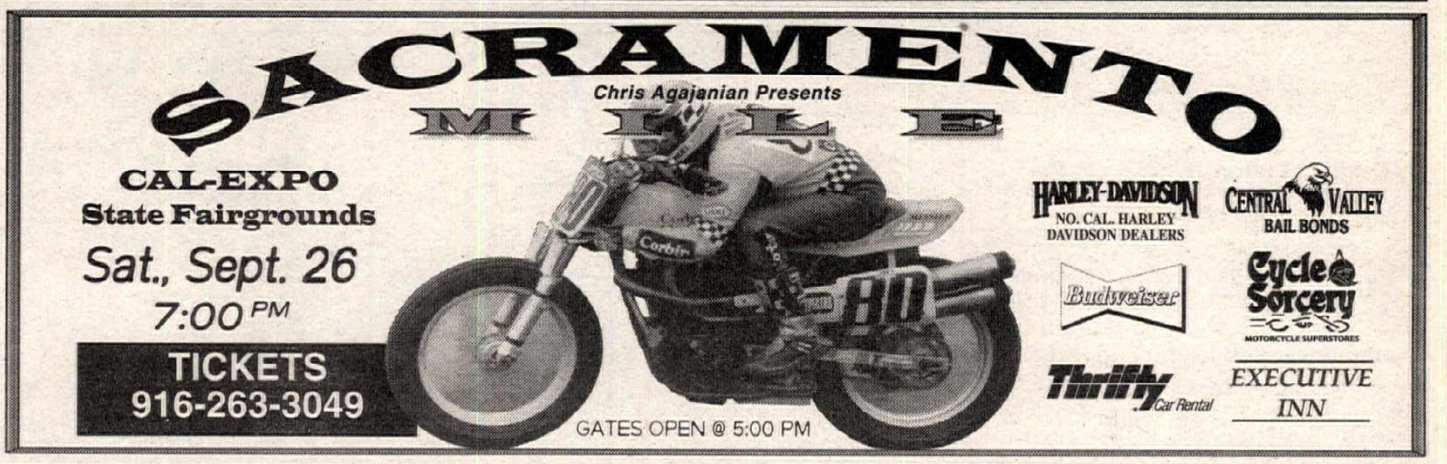
"It was really tough out there, not just because of the weather but because of the standard of the riders in this meeting," Karger said. "I could hardly have wished for this to have gone so well, but to win it in my home country means a lot to me as well. We'll have to see what I can do in the Grand Prix now, but I know that's even harder than this meeting!"

"A lot of people have written me off because I was released from my British club in the winter, but I think I've proved a point tonight," runner-up Peter Karlsson said. "I know what I can do, and my gating was good, so there is no reason why I can't carry this through to the Grand Prix. I thought it was right to call the referee down - something had to be done - and I think everything has worked out well. Full credit to Brian for the runoff; he just made a better start than me and that's all there is to say on it." CN

Vojens Speedway
Vojens, Denmark
Results: August 21, 1998

O/A (Top 2 transfer directly to GP series; next 6 to GP Challenge meeting): 1. Brian Karger (14); 2. Peter Karlsson (14); 3. Sam Ermolenko (11); 4. Joe Screen (9); 5. John Jorgensen (9); 6. Gary Havelock (8); 7. Nicki Pedersen (8); 8. Mikael Karlsson (8); 9. Ronni Pedersen (8); 10. Lars Gunnestad (6); 11. Jason Lyons (6); 12. Peter Nahlin (6); 13. Paul Hurry (6); 14. Kelvin Tatum (4); 15. Mark Lemon (2); 16. Glen Cunningham (1).





"Tell them you read about it in CYCLE NEWS"

LARGE THREE FOR THREE

(Above) James Large cranked out another win in the 800cc class, his third in a row. (Right) Terry Thompson took the win in the 540cc class, setting fast time of the day in the process.

By David L. Patton Jr.

LAURELVILLE, OH, AUG. 23

Defending 800cc National Champion James "Jammer" Large pulled off another come-from-behind victory in the AMA National Championship Hillclimb Series. Large led after everyone had his first run up the hill, but Steve Dresser eclipsed his time on the first ride of the second round. Large was the last competitor on the hill and once again he rose to the occasion, taking his third straight win to increase his points lead. Bobby Templeton finished in third ahead of Mike DeBusk and Bob Shreiner.

In the 540cc class, TNT Productions Inc. co-founder Terry Thompson took the win in his own back yard - literally. Phil Libhart and Ted Wilkins took second and third, and points leader David Watson snagged fourth ahead of rookie Tim Friedhoff. The Grumpy Valley event also shook up the points standings as five-time and defending National Champion Paul Pinsonnault struggled with mechanical problems, finishing 11th overall.

540cc

Class rookie Kenney Reif was the first rider to challenge the 365-foot hill. The hill is the flattest on the pro circuit but it offered four major obstacles to the riders. Right after the start is a short, steep ramp that throws the bikes straight up in the air. Riders need to clear a little ditch before the critical, long double jump at the 140-foot mark. After the double was a straight stretch that led up to the chasm, a 25-foot long, 10-foot deep gully right before the lights.

Reif got his front end high off the ramp and it caused him to case the double, though he held on for a 7.581-second run to get things started.

Next up was Howell Triumph-backed Libhart. Libhart has had an excellent season and he was looking for his second win of the year. He really dropped the hammer on the Kreeger Pro Hillclimb Triumph and he flew way past the downside of the double, then also overjumped the chasm, losing valuable time in the air. A time of 6.374 was fast enough for fourth at the end of the first series of rides.

David Watson was making his first ride ever as the 540cc points leader, and the Mac's Cycle Supply/KAP-backed Honda rider put in a great ride. David got sideways off the ramp but he corrected quickly and kept his nitro-burning CR low over the double and held it on through the lights and flew over the top of the hill.

"My ride was about as fast as I could go," Watson said. "I clicked it up a gear in the air and it pulled strong."

Terry Thompson brought his Thompson Racing BSA to the line. After three wins this season already, Thompson knows how to shave seconds and he proved it right off the start, timing the ramp perfectly and getting his bike down fast to line up the double. His 5.990 would be the day's fastest run.

As the class wound down, two of the fastest riders were waiting for their shots. Rotax-powered Ted Wilkins was trying to regain his winning form from early in the season and he put in a flawless first attempt, as his paddle-tired machine left a rooster tail every time it was on the ground. Wilkins' 6.216 was third fastest in round one.

Pinsonnault had a problem getting his number-one-plated Honda fired and he had to go on the clock before his first ride. After getting it back in before his 10 minutes were up, it was obvious during his run that his bike was way down on power. He fought hard to get his bike over the jumps and through the lights at 7.108 seconds.

"I think the ignition side seal blew," Pinsonnault said. "It's way too lean, and this happened once before."

Libhart stepped it up in round two, keeping his Triumph twin low over the jumps and hooked up for a time of 6.002, the fastest second-round run in either class. The run netted him second overall and propelled him into second in the 540cc points chase.

"My first ride was kind of rough," Libhart said. "I landed hard after the double but we didn't change anything. We came back and got a clean run in, just a little off Thompson's time."

Watson elected to scratch his second ride as he concentrates on winning his first National Championship.

Tim Friedhoff put in a smooth, fast ride on his second attempt to stop the clocks at 6.162 for fifth overall, ahead of Toby Thompson's second ride of 6.373. Friedhoff's bike seemed to have a sticking throttle on his first run but it was actually a jetting problem.

"This is the first time we've run methanol and it was way too lean on my first ride," Friedhoff said. "I had some help from my brother and the McNeelys, and the second ride went really well."

As the contenders came up short, the last two riders waited for their chance. Wilkins got his front end high over the ramp but he nailed the rest of the hill to put in a 6.091-second shot for third overall.

"I wish I hadn't messed up the start," Wilkins said. "I might have been able to get those guys today. The day turned out okay."

Pinsonnault needed to put in a great ride to beat Thompson but his motorcycle wasn't working well enough; he couldn't get enough speed over the ramp and he landed on his front wheel, short of the ditch. While he did manage to save it, he was out of bounds before the double.

"I tried mixing the fuel differently so it wouldn't lean out but it didn't work out today," Pinsonnault said.

Thompson had his second Ohio win of the season and fourth overall despite a severely sprained ankle from Dansville.

"I just wanted to make a conservative ride because I didn't know how my leg was going to hold up over the jumps," Thompson said. "I came out of the hole nice and got over the jumps in good shape. Before the last jump, I backed out of it because I didn't want to land too hard and have my leg give out. It was just a nice, smooth ride that happened to be fast enough to win today. It's been an all-around good day."

800cc

Thompson Racing/Pro-Action/Parts Unlimited-Thor rider Dresser set the early pace in the 800cc class. Though he got really sideways off the ramp and then had to fight off a major cross-up over the double, Dresser got everything straightened out by the 240-foot mark to power over the chasm for a time of 6.659.

Next up was Glen Petty Jr., who has ridden well at every hillclimb this season. But today was not his day.

"I underjumped the double," said Petty after getting sideways off the ramp and cross-rutting the double. Petty had to sit out his second ride because of broken bones in his had, though the 230-foot run gave him 10th on the day.

Wallace Fowler on the Casto Cycle's GSX-R Suzuki suffered the same result as Petty on the first run, but he would better his 220-foot ride on his second pass.

The 800s were leaving the line so hard that the riders just couldn't keep it on line for the double, so many riders rolled the bottom and the double just to get in a time on the first ride. Bob Shreiner, on the Dr. Bob's Racing Kawasaki triple, rolled the bottom and then really got on it on the last part of the hill. Shreiner's 8.650-second run was good for fifth overall but it came at a price, as he flew over the top of the hill.

"When I hit after the last jump, my hand came off the throttle so I couldn't blip the throttle to get the front end up and I crashed on the backside of the hill," Shreiner said.

The next good run came from Bobby Templeton. Templeton rolled up the ramp and then cranked on the Erskine's PMS for Motorcycles Harley-Davidson to easily clear the double and set up for the run over the chasm. His time of 7.077 seconds was strong but he really

got air over the top and had a hard landing at the end.

The last rider in the 800cc class was Large, from nearby Columbus, Ohio. Large wheeled the Reiser's Cycle Service/F&S Harley-Davidson/White Brothers/KK Motorcycle Supply/CJ Frames Harley-Davidson to the line, looking for his third straight win to stretch out his points lead in the class. Large got really sideways off the ramp but he worked the bike over the double and had it straightened out when he landed. Even with all his problems getting to the timers, he still put in the leading 800cc time of the first round, a 6.577-second run.

"We're sitting in first but I don't think it will hold up - people are going faster," Large said. "When I came out of the hole, my footpeg didn't go all the way down and I was more worried about getting my foot back on the peg than the ride. So we should be able to go faster, too."

Dresser was after his second win of the year, and he let it all go on the bottom of the hill. He got sideways off the ramp and his foot slipped off the peg over the double, but he was determined to hold it on and he made it past the light and into the lead with a time of 6.422.

"I wish I could have gotten a straight ride through," Dresser said. "Both of my rides were crooked. I was fortunate to stay upright. Still, I almost won it."

With Petty out, Wallace Fowler rolled the bottom and then cranked it on for a sixth-overall time of 9.507. Many other competitors weren't able to put in a second ride, including Templeton.

Mike DeBusk gets kicked out of the seat over the double. DeBusk managaed to save it, but the Kawasaki rider could do no better than fourth.

"I took the nice, easy route on the first ride and the bike ran phenomenally," Templeton said. "I got a clean ride in, but I lost my front brake at the top of the hill and got major air. When I landed, it busted something in the ignition - we got no fire for the second round. I'm happy with third, though."

DeBusk took advantage of the other competitors' problems to climb up to fourth overall. Once again, he got kicked off the seat over the first jump and he actually landed with his left foot on the seat. "Super Boone" never backed off and he finished with a 7.278-second run.

"The first ride, we did a little heel-clicker, so we didn't want to do that again," Debusk said. "On the second ride, I rolled the bottom to set myself up for the double over the low part of the hill and my feet got kicked up again."

Reiser's Cycle Pro Hillclimb team captain Tom Reiser helped Large get ready for the last ride of the day; he needed a 6.421 to win. "Jammer" took off from the far left side of the starting box and he lined up for the double perfectly. Just 6.158 seconds later, he had his third straight win.

"I was a little surprised we took it away from Steve there - that second ride he made was pretty good," Large said. "It looked like a lot of people were getting kicked over the jump, so I made my mind up that if I got sideways, I was going to lay low and take second place. I came up the first one, it landed straight and I let it go; then the bike did the rest. I'd like to thank my wife and daughter and all my fans who came out today and my sponsors who keep me out here." CN

Grumpy Valley
Laurelville, Ohio
Results: August 23, 1998 (Round 8 of 12)

540: 1. Terry Thompson (BSA); 2. Phil Libhart (Tri); 3. Ted Wilkins (Rtx); 4. David Watson (Hon); 5. Tim Friedhoff (Hon); 6. Toby Thompson (BSA); 7. Wes McCoy (Hon); 8. Michael Livingston (Hon); 9. Rich Scheurman (Hon); 10. Mike Templeton (Yam); 11. Paul Pinsonnault (Hon); 12. Jeremy Thomas (Hon); 13. Kenny Reif (Hon); 14. John Hamilton Jr. (Tri); 15. Tim Frazier (BSA).

800: 1. James Large (H-D); 2. Steve Dresser (H-D); 3. Robert Templeton (H-D); 4. Mike DeBusk (Kaw); 5. Bob Shreiner (Kaw); 6. Wallace Fowler (Suz); 7. Walter Herrick (Kaw); 8. Russ VanderVeen (H-D); 9. Harry Denham (H-D); 10. Glen Petty Jr. (H-D).

AMA NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINT STANDINGS (After 8 of 12 rounds):

540: 1. David Watson (93); 2. Phil Libhart (87/1 win); 3. (TIE) Ted Wilkins (83/2)/Terry Thompson (83/4); 5. Paul Pinsonnault (79); 6. John Hamilton Jr. (52); 7. Tim Frazier (51); 8. Scott McNeely (49); 9. (TIE) Toby Thompson(1)/Tim Friedhoff (35); 11. Wes McCoy (34); 12. Mike Pulver (29); 13. Mike Livingston (28); 14. (TIE) Harry Schreiber Jr./Richie Scheuerman (27); 16. Chad Disbennett (26); 17. Mike Templeton (24); 18. Jeremy Thomas (23); 19. James Zucco (18); 20. Charles Roberts (12).

800: 1. James Large (108/4 wins); 2. Glen Petty Jr. (94); 3. Steve Dresser (79/1); 4. Robert Templeton (75); 5. Mike DeBusk (74); 6. Lou Gerencer (52); 7. Russ VanderVeen (50); 8. Bob Shreiner (49); 9. Harry Denham (42); 10. Paul Zander (41/1); 11. Greg Williams (40/1); 12. (TIE) Willie Price (83/1)/Rodney Williams (35); 14. Jeff Thomas (27); 15. Rodney Smith (24); 16. Wallace Fowler (20); 17. (TIE) Robert Castledine/Mark Swem (18); 19.(TIE) Jason Petty/Walter Herrick (12).

Upcoming Rounds:
Round 9 - Freemansburg, Pennsylvania, September 13
Round 10 - Middlebury, Indiana, September 20

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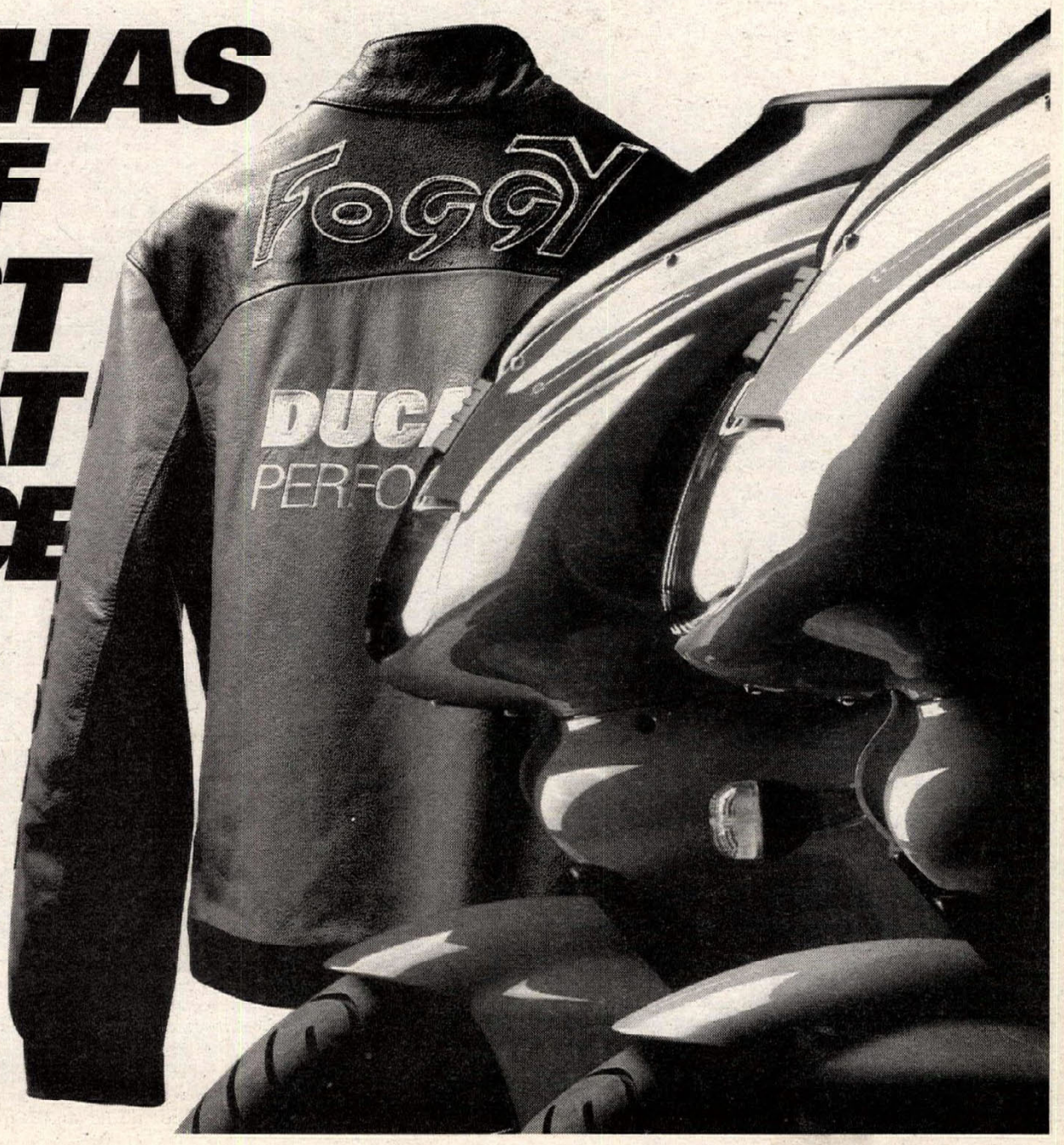

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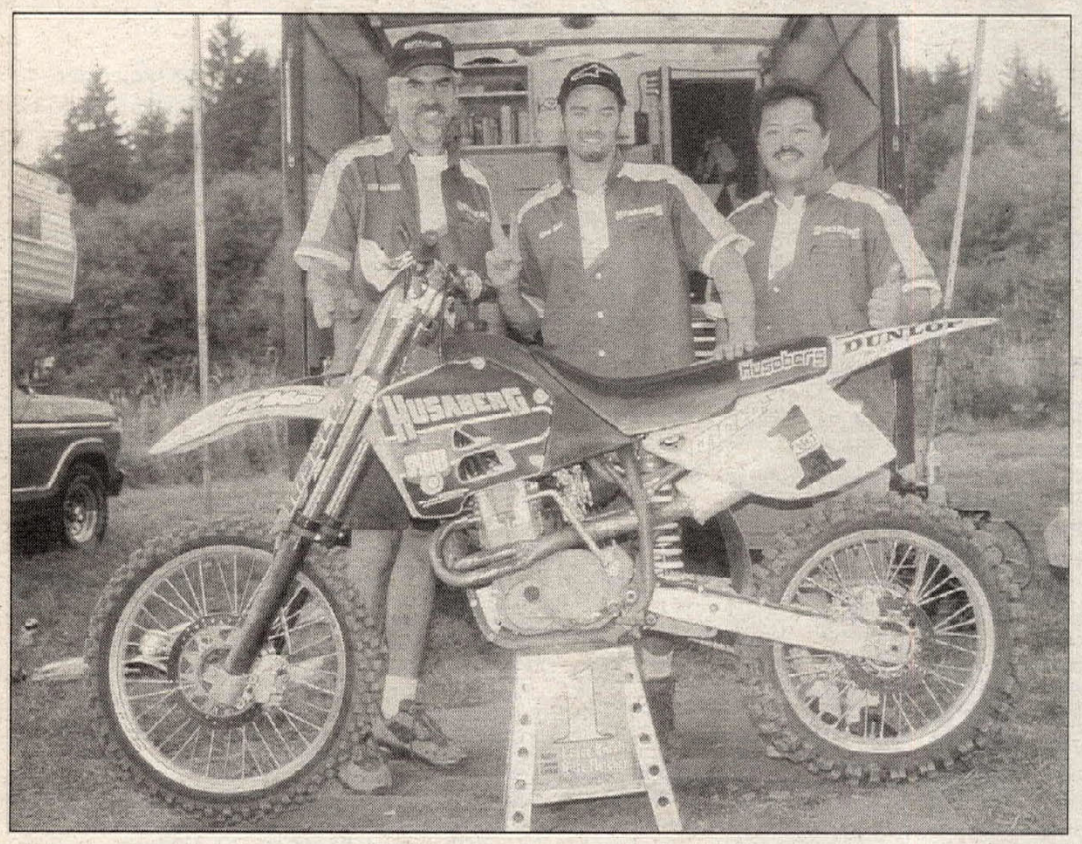


Team Husaberg celebrates its first AMA Western National MX Series championship, thanks to Lance Smail's double moto wins at Ward Creek in Washington. Pictured (from left) are Russ Fletcher, Smail and Chuck Sun.

By Mark Kariya

RAYMOND, WA, AUG. 23

Two-time and defending AMA Western National Four-Stroke MX Series Champion Lance Smail rebounded from a rare loss at the previous round to scorch both motos of round eight at the beautiful, Bob Klemp-prepped Ward Creek MX site on his Russ Fletcher-prepared Husaberg FC 501. He also clinched his third consecutive series title in the process. Claiming the championship with one event remaining in the series gives the Washington resident the option of hitting the finale of the AMA/Mazda Truck 250cc National Championship MX Series, where the KTM 250 SX rider is currently 15th in points.

As usual, Smail set the tempo for the day from the moment the gate dropped for moto one, riding what was essentially a brand-new bike - a precaution after a main-bearing failure while leading the second moto at Albany, Oregon, two weeks before.

"We did everything on the bike," Smail said after morning practice. "We figured we'd better have a new bike for this race, because there is a chance of winning the championship today if things go well. We want everything to go right, so we wanted everything new and ready. I'm just going to go out and take each moto one step at a time and try to win them both and see where everyone's sitting after that."

All the action took place behind him in both motos. Scott Myers, on a The Racer's Edge-backed YZ400F, held the runner-up spot for much of moto one before succumbing to Motoworld of El Cajon (California)-sponsored Dustin Nelson - the winner at Albany.

"I just got a good start," Myers said. "The roost is so bad here, so I didn't want to get roosted. I tried to stay up there (in second) and just keep a good pace and at least try to keep Smail in sight. That's really all I was trying to do; I was just having fun, and the bike was working awesome. But I kind of made a few little dumb mistakes, and (Dustin) Nelson got by me."

Herb's Cycletown racer Brad Hagseth (who claimed runner-up at Albany) worked his way up from a miserable start to latch on to the lead pack.

"I saw that I was gaining on Myers and Nelson," he said. "I gained on them pretty quick, and I thought that as soon as I caught them, I could go right around them."

Nelson repassed him, though, and Hagseth admitted, "As soon as Nelson got me back, he kind of put a good move on me; I just didn't have enough energy left to stuff him back." So Hagseth settled for fourth, while Nathan Woods rounded out the top five.

Smail got the holeshot again in moto two and left the pack to sort through first-turn carnage that claimed several riders, including Myers and Nelson, who would remount and charge back up to eighth by the end of the 35-minute moto.

Motoworld of El Cajon's Greg Schnell, currently a safe second in series points, found the going much easier than in the first moto when he finished a battered sixth.

"I usually don't wear a chest protector, and I didn't the first moto and I paid for it," Schnell said. "I never wear one anywhere else, and I'm fine. Here, man, I guess the uphills and downhills just kill you. The second moto I got a better start, and I actually put some cardboard on my chest and stomach. That helped out a lot. I think that was my key right there - the cardboard."

With Smail roughly three seconds per lap faster than anyone else in the field, Schnell had little roost to contend with while running second, giving him third overall.

Riding only his third four-stroke race, recent college grad and 250cc National racer Hagseth improved to third, giving him second overall for the second series race in a row. Behind them, Todd Downs of Corpus Christi (Texas) Motorsports put in his best performance of the series with a strong fourth, bettering his eighth in moto one.

Afterward, he was clearly excited.

"I battled Rich Taylor, and I've never battled with Rich Taylor before," Downs said. "He's a legend in the sport, pretty much in a lot of people's eyes - he's just a real talented rider. I was just so happy to be up there battling with him. I mean, running up front in the top five - which I haven't done all season - made my day. It's just a great day."

His finishes also vaulted him from ninth to seventh in points.

The Racer's Edge rider Taylor DNFed the first moto but found a better start helped immensely as he ran fourth for much of the second moto, succumbing to Downs late in the race when he began to cramp. After that, he reported, "I was done."

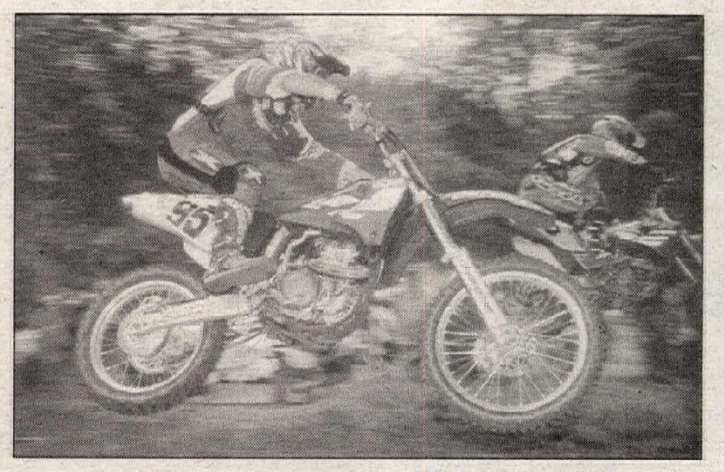
And, after the moto, so was Smail - but in a different way after wrapping up the championship.

"I felt real good," Smail said. "It reminded me of a few other races this year where everything just went right. I didn't even really have to fight anybody. I just charged hard at the beginning. Schnell put up a good first few laps and stayed pretty close, but once I started pulling on him, I knew I could relax and start shifting it up and cruise around the track. It worked real well." CN

Ward Creek MX
Raymond, Washington
Results: August 23, 1998 (Round 8 of 9)

O/A: 1. Lance Smail (Hbg); 2. Brad Hagseth (Yam); 3. Greg Schnell (Yam); 4. Scott Myers (Yam); 5. Dustin Nelson (Yam); 6. Todd Downs (Yam); 7. Bill Binckley (Yam); 8. Grayson Hart (Yam); 9. Jason Mathews (Yam); 10. Rich Taylor (Yam); 11. Tom York (Yam); 12. Nathan Woods (Yam); 13. Joel Howard (Yam); 14. Chris Dineen (Yam); 15. Andy Anaya (Yam); 16. Rod Tapia (KTM); 17. Beau Baron (Yam); 18. Jeremiah Brown (BBR); 19. Andy Sandall (Yam); 20. Rich Hansen (Yam).

AMA WESTERN REGIONAL FOUR-STROKE NATIONAL C'SHIP SERIES POINT STANDINGS (After eight of nine rounds): 1. Lance Smail (363); 2. Greg Schnell (306); 3. Dustin Nelson (236); 4. Scott Myers (222); 5. Robert Naughton (194); 6. Nathan Woods (165); 7. Todd Downs (150); 8. Andy Anaya (146); 9. Jim LaMastus (142); 10. Bill Binckley (134).



Brad Hagseth (95) took second overall for the second race in a row.

Greg Schnell wrapped up second in series points with a 6-2 tally at Ward Creek.

Briefly....

Lance Smail was scheduled to ride the final 500cc MX GP on August 30 in Germany, a sort of tryout for a possible '99 ride on KTM two-strokes. Smail said he'd prefer to do battle in that class on the new KTM four-stroke (which he tested at the end of July in Austria and is quite anxious to race), but the factory apparently has other plans.

Robert Naughton had to watch from the sidelines after a vicious crash in Saturday's practice knocked him unconscious briefly and left him nearly unable to walk due to a severely bruised left thigh and knee. Thus, he slipped from fourth in points to fifth. To give Naughton's BBR Yamaha some exposure, 16-year-old Jeremiah Brown (nephew of Duane Brown of Brown Brothers Racing) filled in. Making it doubly frustrating for Naughton was the fact that one of his primary sponsors, Maxxis tires, sent two representatives to Ward Creek to watch him race.

Premier Motorsports Husaberg racer **Jimmy LaMastus** endured a forgettable weekend. After a late start from his home in Post Falls, Idaho, he made it to Washington but spent 2 ½ hours driving around looking for a vacant hotel room. Finding none, he ended up sleeping a few hours in his car. During the first moto, his bike backfired and blew the carb off while well within the top 10. He managed to replace it and salvage 20th. In moto two, he DNFed after catching his right foot in a hole, tweaking an ankle that already had a second-degree sprain from a crash at the 250cc National in Millville, Minnesota, the week before.

Powerhouse Yamaha's **Nathan Woods**, who gave Yamaha its first moto win of the series at Albany in moto two, DNFed the second moto at Ward Creek after roost blew through his goggles and hit his right eye.

1998 Championship Point Standings

LEADERBOARD

ROAD RACING

IVAN GOI

500cc WORLD CHAMPIONSHIP SERIES
(After 10 of 15 rounds):

1.	Max Biaggi (Hon), Italy	(173/2 wins)
2	Alex Criville (Hon), Spain	162/2 wins)
3.	Mick Doohan (Hon), Australia	(160/4 wins)
4.	Carlos Checa (Hon), Spain	(115/1 win)
5.	Alex Barros (Hon), Brazil	(87)
6.	Simon Crafar (Yam), New Zealand	(80/1 win)
7	Norick Abe (Yam), Japan	(78)
8.	Nobuatsu Aoki (Suz), Japan	(75)
9.	Regis Laconi (Yam), France	(55)
10.	Tadayuki Okada (Hon), Japan	(50)

250cc WORLD CHAMPIONSHIP SERIES
(After 10 of 15 rounds):

1.	Tetsuya Harada (Apr), Japan	(174/5 wins)
2.	Loris Capirossi (Apr), Italy	(148/2 wins)
3.	Valentino Rossi (Apr), Italy	(101/1 win)
4.	Tohru Ukawa (Hon), Japan	(97)
5.	Haruchika Aoki (Hon), Japan	(85)
6.	Jeremy McWilliams (Hon), England	(77)
7.	Takeshi Tsujimura (Yam), Japan	(69)
8.	Stefano Perugini (Hon), Italy	(66)
9.	Luis d'Antin (Yam), Spain	(60)
10.	Jose Luis Cardoso (Yam), Spain	(57)

125cc WORLD CHAMPIONSHIP SERIES
(After 10 of 15 rounds):

1.	Kazuto Sakata (Apr), Japan	(185/4 wins)
2.	Marco Melandri (Hon), Italy	(138/2 wins)
3.	Tomomi Manako (Hon), Japan	(122/2 win)
4.	Lucio Cecchinello (Hon), Italy	(92/1 win)
5.	Mirko Giansanti (Hon), Italy	(79)
6.	Masaki Tokudome (Apr), Japan	(75)
7.	Frederic Petit (Hon), France	(67)
8.	Gianluigi Scalvini (Hon), Italy	(66)
9.	Masao Azuma (Hon), Japan	(65)
10.	Roberto Locatelli (Hon), Italy	(57)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 10 of 14 rounds):

1.	Troy Corser (Duc), Australia	(296.5/2 wins)
2.	Aaron Slight (Hon), New Zealand	(295/4 wins)
3.	Carl Fogarty (Duc), England	(277.5/2 wins)
4.	Pier-Francesco Chili (Duc), Italy	(264.5/4 wins)
5.	Colin Edwards II (Hon), Conroe, TX	(249.5/3 wins)
6.	Noriyuki Haga (Yam), Japan	(217/4 wins)
7.	Akira Yanagawa (Kaw), Japan	(158)
8.	Jamie Whitham (Suz), England	(150)
9.	Peter Goddard (Suz), Australia	(124)
10.	Scott Russell (Yam), Alpharetta, Georgia	(108.5)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 11 of 14 rounds):

1.	Doug Chandler (Kaw), Salinas, CA	(298)
2.	Ben Bostrom (Hon), Granada Hills, CA	(296)
3.	Mat Mladin (Suz), Australia	(260)
4.	Jamie Hacking (Yam), Spartanburg, SC	(250)
5.	Anthony Gobert (Duc), Australia	(249/3 wins)
6.	Richard Oliver (Yam), Fresno, CA	(237)
7.	Miguel DuHamel (Hon), Canada	(236/4 wins)
8.	Tom Kipp (Duc), Chardon, OH	(230)
9.	Aaron Yates (Suz), Milledgeville, GA	(226/2 wins)
10.	Steve Crevier (Suz), Canada	(208)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 11 of 14 rounds):

1.	Steve Crevier (Suz), Canada	(318/1 win)
2.	Doug Chandler (Kaw), Salinas, CA	(300/6 wins)
3.	Ben Bostrom (Hon), Granada Hills, CA	(292/1 win)
4.	Eric Bostrom (Hon), Granada Hills, CA	(278)
5.	Nicky Hayden (Suz), Owensboro, KY	(257/1 win)
6.	Tommy Hayden (Kaw), Owensboro, KY	(248)
7.	Jason Pridmore (Suz), Ventura, CA	(235)
8.	Steve Rapp (Suz), Lafayette, CA	(230)
9.	Larry Pegram (Suz), Baltimore, OH	(209)
10.	Miguel DuHamel (Hon), Canada	(198/1 win)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 10 of 13 rounds):

1.	Steve Rapp (Suz), Lafayette, CA	(295/2 wins)
2.	Richard Alexander Jr. (Suz), Carmel, NY	(283/1 win)
3.	James Randolph (Suz), Santa Rosa, CA	(244)
	Mario DuHamel (Suz), Canada	(244)
5.	Jason Pridmore (Suz), Ventura, CA	(223/4 wins)
6.	Paul Harrell (Suz), Canyon Country, CA	(205)
7.	Nicky Hayden (Suz), Owensboro, KY	(197/3 wins)
8.	Jimmy Moore (Suz), Eugene, OR	(187)
9.	Dale Keiffer (Suz), Las Vegas, NV	(168)
10.	John Jacobi (Suz), Bloomington, IN	(161)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 10 of 13 rounds):

1.	Roland Sands (Yam), Long Beach, CA	(333/5 wins)
2.	Kurtis Roberts (Hon), Turlock, CA	(286/1 win)
	Chuck Sorensen (Yam), Discovery Bay, CA	(286/3 wins)
4.	Randy Renfrow (Hon), Fredericksburg, VA	(236)
5.	Bobby Keith (Hon), Redwood City, CA	(212)
6.	Geep Terranova (Yam), San Jose, CA	(192)
7.	Greg Esser (Yam), Pompano Beach, FL	(188)
8.	Takahito Mori (Hon), Japan	(178/1 win)
	Jeffrey Vos (Hon), Holland, MI	(178)
10.	Mark Foster (Yam), San Juan Capistrano, CA	(177)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 10 of 13 rounds):

1.	Paul Harrell (Tri), Canyon Country, CA	(304/1 win)
2.	Shawn Higbee (Bue), Waterford, WI	(293/3 wins)
3.	Curtis Adams (Tri), Whittier, CA	(288/6 wins)
4.	Michael Gage (Tri), Baldwin Place, NY	(221)
5.	James Lickwar (Tri), San Francisco, CA	(182)
6.	Shawn Conrad (Tri), Sheboygan Falls, WI	(177)
7.	Robert Gonzales (Duc), Tucson, AZ	(157)
8.	David Hull (Duc), Mesa, AZ	(154)
9.	Mark Miller (Bue), Long Beach, CA	(122)
10.	Thomas Tucciarone (Duc), San Francisco, CA	(116)

AMA/PIRELLI FORMULA XTREME SERIES
(After 9 of 12 rounds):

1.	Eric Bostrom (Hon), Granada Hills, CA	(296/8 wins)
2.	Tripp Nobles III (Hon), Macon, GA	(256/1 win)
3.	Mark Miller (Yam), Long Beach, CA	(225)
4.	Michael Taylor (Kaw), Canada	(201)
5.	Dean Mizdal (Suz), Huntington Beach, CA	(191)
6.	Mario DuHamel (Suz), Canada	(148)
7.	Tray Batey (Suz), Gallatin, TN	(142)
8.	Chris Voelker (Hon), Bradley, CA	(129)
9	Curtis Adams (Yam), Whittier, CA	(118)
10.	Mike Sullivan (Suz), Centralia, WA	(97)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 11 of 12 rounds):

1.	Joel Smets (Hbg), Belgium	(367/5 wins)
2.	Darryll King (Hus), New Zealand	(308/1 win)
3.	Peter Johansson (Yam), Sweden	(233)
4.	Andrea Bartolini (Yam), Italy	(225/3 wins)
5.	Bernd Eckenbach (Hus), Germany	(198/1 win)
6.	Rob Herring (Hon), England	(184)
7.	Gert-Jan Van Doorn (Hon), Netherlands	(183)
8.	Shayne King (KTM), New Zealand	(164)
9.	Erwin Machtlinger (Hon), Germany	(143)
10.	Johan Boonen (KTM), Belgium	(111)

DOUG HENRY

250cc WORLD CHAMPIONSHIP SERIES
(After 12 of 16 rounds):

1.	Sebastien Tortelli (Kaw), France	(421/5 wins)
2.	Stefan Everts (Hon), Belgium	(417/6 wins)
3.	Pit Beirer (Hon), Germany	(290/1 win)
4.	Frederic Bolley (Hon), France	(232)
5.	Marnicq Bervoets (Suz), Belgium	(207)
6.	Tallon Vohland (Yam), Sacramento, CA	(201)
7.	Jocke Karlsson (Hon), Sweden	(180)
8.	Mickael Maschio (Yam), France	(175)
9.	Leon Giesbers (KTM), Holland	(118)
10.	Yves Demaria, (Kaw), France	(117)

125cc WORLD CHAMPIONSHIP SERIES
(After 10 of 11 rounds):

1.	Alessio Chiodi (Hus), Italy	(305/5 wins)
2.	David Vuillemin (Yam), France	(2286/4 wins)
3.	Alessandro Puzar (TM), Italy	(247/1 win)
4.	Claudio Federici (Yam), Italy	(195)
5.	Carl Nunn (Yam), England	(141)
6.	Luigi Seguy (Hon), France	(140)
7.	Alessandro Belometti (Yam), Italy	(119)
8.	Brian Jorgensen (Suz), Denmark	(118)
9.	James Dobb (Hon), England	(108)
10.	Erik Camerlengo (TM), Italy	(99)

AMA/MAZDA 250cc NATIONAL CHAMPIONSHIP MX SERIES
(After 11 of 12 rounds):

1.	Doug Henry (Yam), Oxford, CT	(446/4 wins)
2.	Greg Albertyn (Suz), South Africa	(383)
3.	Mickael Pichon (Suz), France	(355/1 win)
4.	Jeff Emig (Kaw), Riverside, CA	(353/4 wins)
5.	Mike LaRocco (Hon), South Bend, IN	(352)
6.	Ezra Lusk (Hon), Bainbridge, GA	(329/1 win)
7.	Larry Ward (Suz), Florence, SC	(291)
8.	Kevin Windham (Yam), Baton Rouge, LA	(243)
9.	Jean-Sebastien Roy (Kaw), Canada	(173)
10.	Ryan Hughes (Kaw), Temecula, CA	(146)

AMA/MAZDA 125cc NATIONAL C'SHIP MX SERIES
(After 11 of 12 rounds):

1.	Ricky Carmichael (Kaw), Havana, FL	(492/8 wins)
2.	John Dowd (Yam), Chicopee, MA	(437/2 win)
3.	Casey Johnson (Kaw), Murrieta, CA	(372)
4.	Mike Brown (Hon), Piney Flats, TN	(324)
	Robbie Reynard (Suz), Norman, OK	(324)
6.	Jimmy Button (Yam), Scottsdale, AZ	(301)
7.	Tim Ferry (Yam), Largo, FL	(229)
8.	Stephane Roncada (Hon), France	(218)
9.	Nicholas Wey (Kaw), Dewitt, MI	(208)
10.	Scott Sheak (Hon), Germantown, NY	(201)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

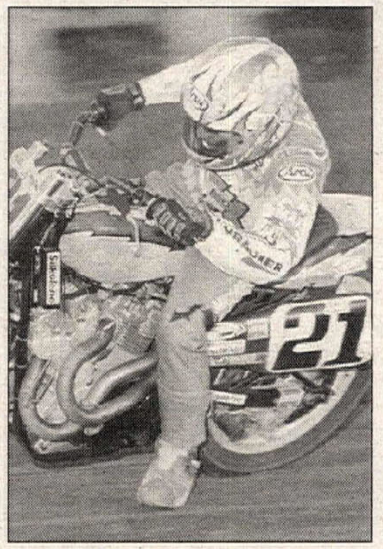
1.	Jeremy McGrath (Yam), Canyon Lake, CA	(322/7 wins)
2.	Ezra Lusk (Hon), Bainbridge, GA	(271/4 wins)
3.	Larry Ward (Suz), Florence, SC	(240/1 win)
4.	Kevin Windham (Yam), Baton Rouge, LA	(238/2 wins)
5.	Mike LaRocco (Hon), South Bend, IN	(230)
6.	Mickael Pichon (Suz), France	(216)
7.	Doug Henry (Yam), Oxford, CT	(213)
8.	Jimmy Button (Yam), Scottsdale, AZ	(175)
9.	Mike Craig (Hon), Lakeside, CA	(174)
10.	Ryan Hughes (Kaw), Temecula, CA	(159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1.	Ricky Carmichael (Kaw), Havana, FL	(200/8 wins)
2.	Robbie Reynard (Suz), Norman, OK	(143)
3.	Brock Sellards (Hon), New Philadelphia, OH	(133)
4.	Casey Lytle (Hon), Santa Clarita, CA	(114)
5.	Shae Bentley (Kaw), Ellenwood, GA	(86)
6.	Tony Lorusso (Suz), East Hartford, CT	(78)
7.	James Povolny Jr. (KTM), Mendota Heights, MN	(70)
8.	Jim Neese (KTM), Greensboro, NC	(69)
9.	Robbie Skaggs (Yam), Lawrence, KS	(66)
10.	Corey Keeney (Yam), Oakdale, MN	(63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1.	John Dowd (Yam), Chicopee, MA	(159/3 wins)
2.	David Vuillemin (Yam), France	(147/3 wins)
3.	Stephane Roncada (Hon), France	(145/1 win)
4.	Nathan Ramsey (Kaw), Hixon, TX	(111)
5.	David Pingree (Hon), Menifee, CA	(93)
6.	Greg Schnell (Yam), Rancho Cucamonga, CA	(84)
7.	Michael Brandes (Suz), Quail Valley, CA	(72)
	Jason McCormick (Hon), Vancouver, WA	(72)
9.	Travis Preston (Suz), Hesperia, CA	(68)
10.	Jeff Willoh (Suz), Glendale, CA	(67)



WILL DAVIS

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 14 of 18 rounds):

1.	Will Davis (H-D), Goldsboro, NC	(225/4 wins)
2.	Scott Parker (H-D), Swartz Creek, MI	(223/5 wins)
3.	Rich King (Hon), Dysart, IA	(220/2 wins)
4.	Chris Carr (H-D), Fleetwood, PA	(214/2 wins)
5.	Joe Kopp (H-D), Mica, WA	(134)
6.	Steve Morehead (H-D), Findlay, OH	(132)
7.	Kevin Varnes (H-D), Pottstown, PA	(124)
8.	Jay Springsteen (H-D), Lapeer, MI	(120)
9.	Bryan Bigelow (H-D), Au Gres, MI	(113)
10.	Mike Hacker (H-D), Prince George, Virginia	(87)

H-D SPORTSTER PERFORMANCE SERIES
(After 9 of 13 rounds):

1.	Jess Roeder, Monroeville, OH	(172/4 wins)
2.	Shaun Russell, San Jose, CA	(124)
3.	Scott Stump, Langhorne, PA	(118)
4.	Gary Rogers, San Jose, CA	(112)
5.	Mike Hacker, Prince George, WA	(99/2 wins)
6.	Brian Kromroy, Madison, WI	(92)
7.	David Camlin, Rock Island, IL	(91/2 wins)
8.	Billy Martin, Stockton, CA	(89)
9.	Willie McCoy, Richardson, TX	(66)
10.	Tim Eades, Petersburg, VA	(63)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds):

1.	Ty Davis (Yam), Hesperia, CA	(110/2 wins)
2.	Destry Abbott (Kaw), Peoria, AZ	(69/1 win)
3.	Paul Krause (Kaw), Irvine, CA	(59)
4.	Dave Ondas (Kaw), Trabuco Canyon, CA	(50)
5.	Brian Brown (Kaw), Nampa, ID	(48/1 win)
	Steve Hengeveld (Kaw), Oak Hills, CA	(48)
7.	Doug Chiapuzio (Kaw), Camarillo, CA	(42)
8.	Dan Richardson (Kaw), Fountain Valley, CA	(41)
9.	Oakley Lehman (Kaw), Sunland, CA	(38)
10.	Donnie Book (Yam), Gypsum, CO	(36)

TY DAVIS

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 5 of 9 rounds):

1.	Doug Blackwell (Yam), Parkersburg, WV	(115/3 wins)
2.	Brian Garrahan (KTM), Boulder Creek, CA	(97/1 win)
3.	Mike Lafferty (KTM), Millville, NJ	(79)
4.	Patrick Garrahan (KTM), Boulder Creek, CA	(75)
5.	Dave Flashberger (Hon), Pleasanton, CA	(36)
6.	Josh McLevy (Hon), Fairfield, CT	(35)
	Blair Bersano (Kaw), Pinconning, MI	(35)
8.	Luca Tussardi (Kaw), Italy	(32)
9.	Sean Wilson, Maple Valley, WA	(31)
10.	Fred Andrews (Kaw), Salem, OH	(30/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 13 rounds):

1.	Rodney Smith (Suz), Oakley, CA	(133/2 wins)
2.	Fred Andrews (Kaw), Salem, OH	(112/2 wins)
3.	Steve Hatch (Suz), Ithaca, NY	(107/1 win)
4.	Scott Summers (Hon), Petersburg, KY	(98/2 wins)
5.	Jim Jarrett (Kaw), Minerva, OH	(78)
6.	Randy Hawkins (Yam), Travelers Rest, SC	(76)
7.	Barry Hawk Jr. (Yam), Uniontown, PA	(75)
8.	Brian Keegan (Kaw), Washington, PA	(61)
9.	Scott McLaughlin (Yam), Sedro Woolley, WA	(57)
10.	Robbie Jenks (Yam), New Straitsville	(54)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 10 rounds):

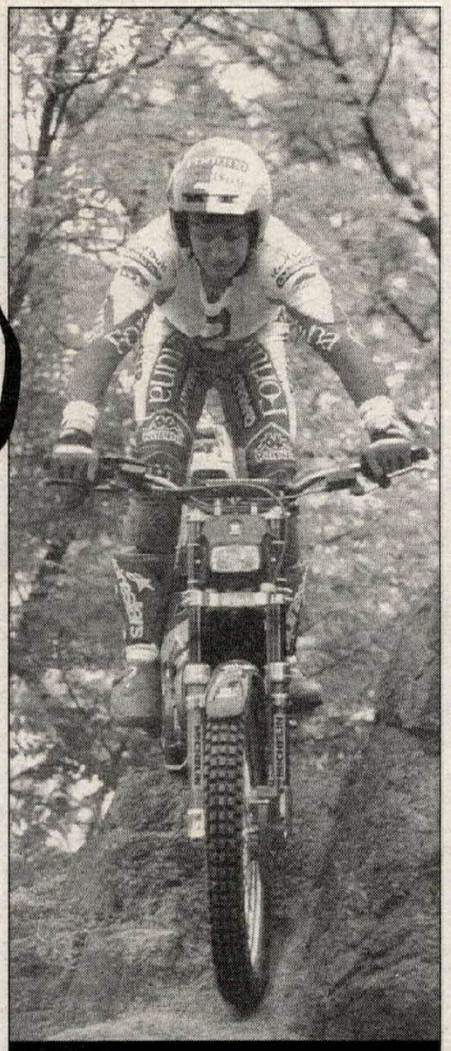
1.	Michael Lafferty (KTM), Millville, NJ	(237/5 wins)
2.	Patrick Garrahan (KTM), Boulder Creek, CA	(118)
3.	Randy Hawkins (Yam), Travelers Rest, SC	(117/1 win)
4.	Doug Blackwell (Yam), Parkersburg, WV	(112/1 win)
5.	Matt Stavish (Hon), Blaine, MN	(96)
6.	Ty Davis (Yam), Hesperia, CA	(81/2 wins)
7.	Jason Dahners (Hbg), Redmond, WA	(70)
8.	Destry Abbott (Kaw), Peoria, Arizona	(54)
9	Fred Hoess, (Suz) Stanhope, NJ	(50)
10.	Robbie Jenks (Yam), New Straitsville, OH	(40)

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 7 of 10 rounds):

1.	Geoff Aaron (Bet), Alpine, CA	(182/3 wins)
2.	Raymond Peters (G-G), Beaver Dams, NY	(158/1 win)
3.	Ryon Bell (Mon), Canada	(156)
4.	Dennis Sweeten (Mon), Oregon City, OR	(104)
5.	Matt Moore (Mon), Sapulpa, OK	(100)
6.	Michael Bryant (Bet), Bulington, CT	(95)
7.	Chris Bardell (G-G), Millerstown, PA	(85)
8.	Jess Kempkes (G-G), Lincoln, NE	(84/1 win)
9.	Travis Fox (G-G), Montoursville, PA	(80)
10.	Brian Capper (G-G), Ansonia, CT	(68)

World Championship Observed Trials Series, Final Round: Norway

100%



(Above) Marc Colomer took the win on Saturday, but dropped to seventh on Sunday. The Spanish Montesa rider finished a solid second in the championship, but he was nearly 100 points behind Lampkin in the final standings.
(Left) Doug Lampkin kept his amazing overall-win record alive in Norway, taking his ninth overall win of the nine rounds held this season.

By John Dickinson

OSLO, NORWAY, AUG. 16-17

It's been a season to remember for Beta's Doug Lampkin. After riding to the overall win at the last eight rounds of the series - taking 14 individual-day wins and finishing second on the two he didn't win outright - the young British rider locked up his second consecutive Observed Trial World Championship at the prior round, held in Finland.

For most, this would be enough. But not for Lampkin. Instead, he attempted to maintain his 100-percent overall win record. He did it, but not without losing out to his main rival - Montesa's Marc Colomer - on the opening day of the event.

As it happened, former champion Colomer, the man Lampkin deposed after the Spaniard had enjoyed just one year with the number-one plate, managed to squeak out his second individual-day win on Saturday. But as Lampkin invariably does, he blitzed to the second day's win as Colomer collapsed to a lowly seventh. This gave Lampkin 15 day wins on the season. Colomer was next on two (Czech Republic/Norway) and Kenichi Kuroyama managed one (Germany). Lampkin took all nine overall, and three second places were his worst scores in the whole series - an absolutely amazing performance.

The Norwegian trial was an unknown quantity as this was the first time that the small, sparsely populated Scandinavian country has staged a World Round. The woods north of the capital city, Oslo, provided the base for a trial that the majority of riders rated as very good. The slippery, damp rock slabs, spiced up by plenty of tree roots and bound together with mud, made an interesting change from the staple diet of tight turns and big rock steps found at the rest of the European rounds.

With the championship decided and Colomer all but locked in second, the real point of interest was over who would finish third. The possibilities were one of the Japanese riders - Kuroyama or Fujinami - or Brit Graham Jarvis, who has campaigned the lone Scorpa with great effect this year.

The opening section of the 15 that comprised the loop was merely a teaser - really just a loose rock climb, although it took Fujinami for a dab early on. The second hazard was more typical of what the day had in store. The mixture of roots, slabs and rocks had Colomer settling for a safe one. The third section was the first real test and only Kuroyama and David Cobos cleaned this first time through, with the slightly built Japanese the only real master of the section as he alone took two cleans on it. Lampkin struggled on this with a three and a two on his successive visits.

But Lampkin was back in control with a clean at the fourth section, one that featured a variety of different lines and which led to cleans also by Colomer, Fujinami and Finnish rider Joa Hindren, who has really finished the year strongly and will be looking for some extra backing for '99. This mixture of mud, roots and rocks was the staple diet of the loop, which took comparatively few marks and even allowed the lower-order riders a few cleans.

The 13th section - unlucky for many, as it turned out - was a lot tougher, though. It really ruined Graham Jarvis' chance of a podium placing - and with it third overall in the series - when he lost a pair of maximums on the opening day. Kuroyama's three and one were the best on the day.

And the final section of the loop was a fitting finale that saw only two cleans on the opening day, these coming from Lampkin and surprise fourth-place finisher Bruno Camozzi, the big Frenchman who obviously found the slippery conditions to his liking.

The day had started off fine, but rain started to fall through the first lap and increased until it was very heavy as riders started their second circuit. Surprisingly, perhaps, this actually eased conditions in some sections as the running water carried mud off the rock slabs, making for more grip. An unwanted five in the relatively easy 12th section spoiled Lampkin's push for victory, but Colomer fully deserved his glory with a confident ride. Kuroyama virtually made sure of getting third place in the series with third on the day as Jarvis was left lamenting those maximums on the 13th section, although he was happy to beat Fujinami on the tie breaker after both parted with 30 in total.

As he has done so often in the past when under threat, Lampkin came out on Sunday with his guns blazing and just took the field apart. His total of 15 for the day was less than half of runner-up Fujinami's score and it included a five at the easyish seventh section. If anything, the course was harder on Sunday, since there was no rain to wash the slime off the rocks and conditions were very slippery indeed. His ride was just a reminder - in case rivals thought they saw a chink in his armor following the previous day's narrow defeat - that he is the World number one by right, not by chance.

Kuroyama and his best friend Fujinami virtually swapped places from the previous day, but it was too late for second-placed Fujinami, as Jarvis weighed in with an excellent fourth place and claimed the World number-four bib for next year. Hindren signed off in style in fifth - a great ride for a privateer who gets no backing apart from his own efforts - while Kuroyama was sixth. Colomer held off Steve Colley for seventh. Colley has once again underachieved with a vengeance in the series, but he now looks forward to the indoor season, where he can let his outrageous skills do the talking. In third on the day was Cobos, and the young Gas Gas rider has had a strange season. Like Colley, he often promises much more than he achieves, but he is still only a teenager and can expect to achieve much greater consistency in future years. **CN**

Norwegian World Trial
Oslo, Norway
Results: August 16-17, 1998 (Round 9 of 9)

Saturday
O/A: 1. Marc Colomer (Mon); 2. Doug Lampkin (Bet); 3. Kenichi Kuroyama (Bet); 4. Bruno Camozzi (G-G); 5. Graham Jarvis (Sco).

Sunday
O/A: 1. Doug Lampkin (Bet); 2. Takahisa Fujinami (Hon); 3. David Cobos (G-G); 4. Graham Jarvis (Sco); 5. Joachim Hindren (G-G).

OBSERVED TRIALS WORLD CHAMPIONSHIP POINT STANDINGS (After 9 of 9 rounds): 1. Doug Lampkin (351/15 wins); 2. Mark Colomer (264/2); 3. Kenichi Kuroyama (220/1); 4. Graham Jarvis (210); 5. Takahisa Fujinami (208); 6. David Cobos (179); 7. Steve Colley (159); 8. Amos Bilbao (144); 9. Bruno Camozzi (133); 10. Marcel Justribo (102).

McLevy snags the Salmon

By Cheri Alix
Photos by Mike Bernier
and Jay Chittenden

UNION, CT, AUG. 23

With several races being canceled due to land problems, the NETRA Hare Scrambles season is quickly coming to an end - forcing many riders to scramble for year-end points and prompting one of the largest-ever turnouts for the Salmon Run. The man who came away from the event with the most points was MHR/Factory Connection's Jose McLevy, the Expert-class winner.

More than 60 riders participated in the Junior event, a class dominated once again by Nathan Kanney. Robert Langenback put on a hard charge, finishing second just over one minute down, with Ryan Dellaghelfa finishing third. Ryan Sheehan, meanwhile, took the checkered flag in the Mini class, with Brandi Vaughen winning the Women's class. It was Mike Wolf on his KX125 taking the overall win in the Novice class, edging out the field of 180 riders.

With the large turnout for all the classes, the Expert/Amateur race got pushed back by more than an hour, with the green flag finally dropping at 2:09 p.m. for the start of the seven-lap event. The riders took off in the Blackwater style, with four riders leaving every five seconds. Leading the pack was Josh McLevy and Ken Valentine on the first row. Following on the next few rows were Ken Law, Luke McNeil, Brian Tucker and Tom Norton.

The course was basically the same one that was used in July for the Union Hare Scrambles, except for the addition of a few new zigzags and the removal of most of the straightaways. It was a little dusty in the open sections, but the woods were damp and slippery. The new sections kept the race slower, making for a more technical race. The infamous water hole was extremely deep and full of ruts. Overall, it was a relentless track that offered very little in the way of rest.

The first rider to go down was Law, who immediately lost several positions. VMR/Spectro/C-cycle/Scott's-backed Norton was the next to go down, hitting a stump and endoing. He also lost several positions, but he caught right back up to close right on McNeil. As the riders came into a new section, they both hit a rut.

"It looked like a good line," McNeil said later, "but it was just bottomless and sucked you right in."

Both riders went down, with Norton getting out first and McNeil coming out behind him - down several positions.

McLevy, meanwhile, was out front and avoiding all the mishaps to end the first lap with almost two minutes on second-placed Valentine. Norton was third - down another 13 seconds - with Brian O'Neill and Brian Tucker rounding out the top five. Law had been dicing in the front but drowned out his bike at the water hole and lost almost an entire lap trying to get the bike refired. Law drowned out two more times before calling it quits.

By the end of the second lap, McLevy had an uncontestable lead, with more than two minutes over Norton. Valentine was now third, down another 30 seconds, and was followed by O'Neill. Moving up into fifth place was 200cc Expert rider Jess Berthiaume. Right on Berthiaume's tail was Tucker and McNeil - with all three coming through the water hole within five seconds of each other.

Lawson had drowned out in the water hole on the first lap and lost several minutes trying to restart. He put on a charge on for the third lap, catching and passing both McNeil and Tucker and closing to within seconds of Berthiaume as the two came through the barrens.

Out in front, McLevy was putting 30 seconds per lap on second-placed Norton.

"My bike was awful," Norton said. "I had the rebound too fast. It was just beating me up. I came in to pit at the end of the fourth lap and changed it a few clicks: What a difference. I was putting in 20- to 30-second-faster lap times."

Valentine had closed to within 40 seconds of Norton at the end of the fourth lap, but by the end of the next lap Norton had increased the gap to almost two minutes. It was too late, however, to catch McLevy, who now had more than a four-minute lead. But Norton managed to whittle away at it, decreasing the margin by the checkered flag to just over three minutes.

"The first four laps just beat me up good," Norton said. "I just kept crashing. But I did put in some fast laps times at the end. I pulled off a second on an otherwise bad day, so I'm happy."

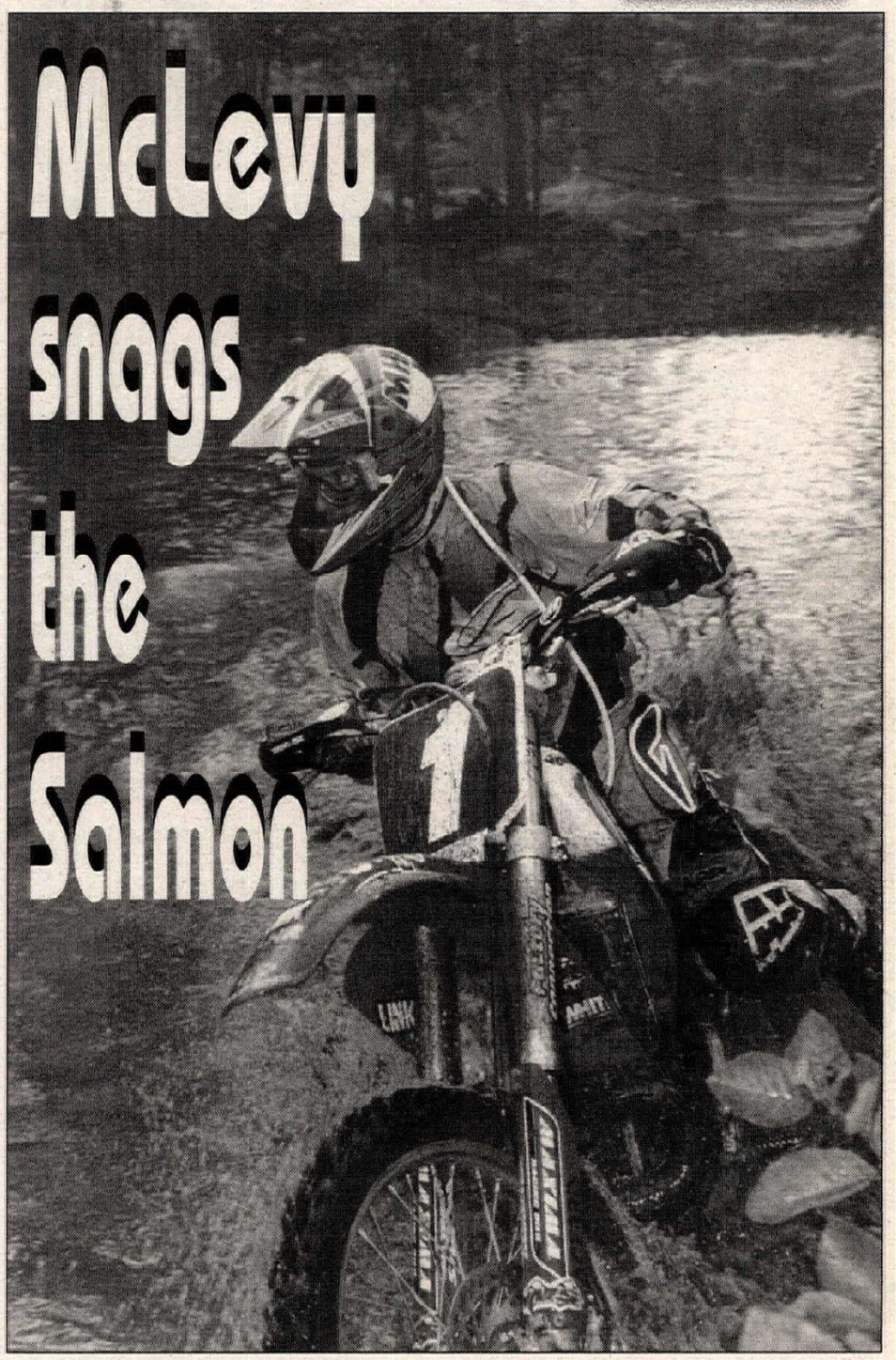
"I've been really training hard," McLevy said. "I spend my off-weekends doing motocross, trying to improve my first few laps and get that early lead. It's really paid off. I just try and stay smooth and keep on the bike."

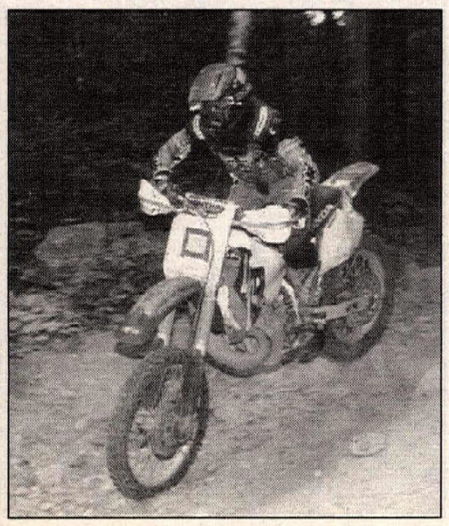
With first and second place wrapped up, it came down to an all-out battle for third place. Berthiaume, Lawson and McNeil put on the hard charge in the final laps, catching Valentine in the water hole just before the barrels at the end of the sixth lap.

"I got right behind Valentine coming into the water," Berthliaume said. "We were just cruising through since the water's so deep. I hear this bike flying up behind us - he must have been in third gear. I'm thinking, 'Who could this be?' And here comes Lawson right through the water like a big tidal wave."

Lawson took over the third-place position coming through the barrens, with Valentine, Berthiaume and McNeil hot on his tail - the trio banging bars as they came around the pits. Valentine managed to regain the lead and was determined to hold off the pack - which he did, coming around to the barrels in third place. Berthiaume crashed hard on the last lap, swapping in a slippery root section, but he still managed to come around within his allotted time - edging out both Lawson and Valentine for third place overall and the Expert-class Highpoint. Lawson finished with fourth-place points and Valentine rounded out the top five.

Amateur 250cc rider Joshua Beebe took the Amateur-class Highpoint, edging out Ryan Jump from the Amateur 200cc class by just over two minutes. CN

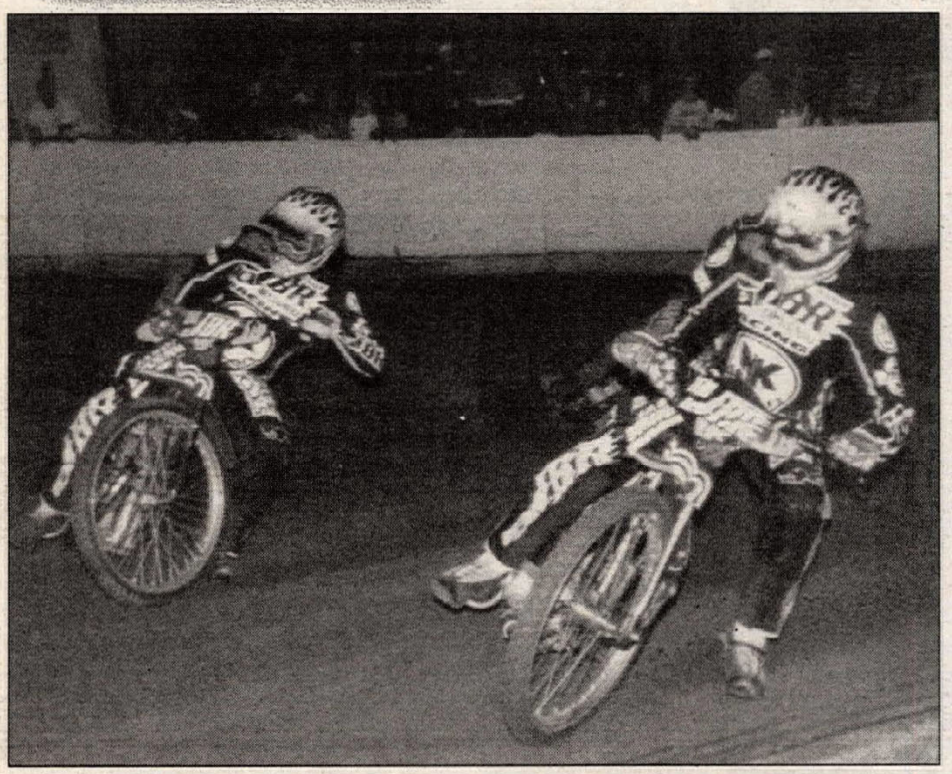




(Above) The water during the Salmon Run was deep, but not deep enough to slow eventual winner Josh McLevy.
(Left) Josh Beebe won the 250cc B class during the NETRA Hare Scrambles round in Union, and he'll move to the A class at the next event.
(Right) Nate Kanney negotiates one of the slippery sections of the Salmon Run en route to finishing third in the 200cc A class.

Salmon Run
Union, Connecticut
Results: August 23, 1998

GRAND CHAMPION: Josh McLevy (Hon).
O/A A: Jess Berthiaume (Yam).
O/A B: Joshua Beebe (Hon).
O/A C: Mike Wolf (Kaw).
AA: 1. Josh McLevy (Hon); 2. Tom Norton (Yam); 3. Brian Lawson (Yam); 4. Ken Valentine (KTM); 5. Luke McNeil (Yam).
125 C: 1. Mike Wolfe (Kaw); 2. Leon McCluskey (Yam); 3. Ben Roy (Kaw); 4. Evan Chochiek (Hon); 5. Ken Hosler (Hon).
200 A: 1. Jess Berthiaume (Yam); 2. Chris Crispin (Hon); 3. Nathan Kanney (Suz); 4. Denny Anderson (Kaw); 5. Jimmy Edmonds (KTM).
200 B: 1. Chris Jump (Kaw); 2. Todd Santheson (Hon); 3. Keith Callahan (Hon); 4. Charles Hathaway (Hon); 5. Dan Collins (KTM).
200 C: 1. Stephen Sherman (Kaw); 2. Todd Harris (Kaw); 3. Charles Geroux Sr. (Kaw); 4. Raymond Mostowy (Kaw); 5. Scott Petrino (KTM).
250 A: 1. Justin Provencal (Yam); 2. Dennis Decker (KTM); 3. Jeffrey Staples (Yam); 4. Dave Clark (Hon); 5. Chris Cramer (Kaw).
250 B: 1. Chad Richardson (Yam); 2. Dan Olson (Kaw); 3. Doug Hymick (KTM); 4. Chris Chasse (Suz); 5. Greg Wabuda (Kaw).
250 C: 1. Carl Andrews (Hon); 2. Warren Plante; 3. Kurt Wright (Kaw); 4. Jason Hedges; 5. Sean Stopa (Kaw).
OPEN A: 1. Chris Panzella (Yam); 2. Dan Salomone (KTM); 3. Peter Byrne (Yam).
OPEN B: 1. Lorne Goralnick (Yam); 2. Casey Griswold (KTM).
OPEN C: 1. Robert Foley (Hon); 2. Lloyd Parker (Kaw); 3. Lian Zibell (Kaw).
JR: 1. Nathan Kanney (Suz); 2. Robert Langenback (Yam); 3. Ryan Dellaghelfa (Yam); 4. Adam Aborn (Yam); 5. Derek Waters (Yam).
SR A: 1. Robert White (Hon); 2. Frank Wortmann (KTM); 3. Jerry Randall (Yam).
SR B: 1. Rob Larson (Hon); 2. Dave Kanney (KTM); 3. Ronald Pratt (Kaw); 4. Russell Waters (Kaw).
SR C: 1. Mark Jolley (Yam); 2. John Nolan (Kaw); 3. Brian Provencher (Kaw).
4-STRK A: 1. Chris West (Hon).
4-STRK B: 1. Brian Sebben (Yam); 2. Dave Machinnes (Yam).
4-STRK C: 1. Rick Barthocetti (Hon); 2. Rick Sawun (Hon); 3. Paul Phillips (Hon); 4. Mike Marvin (Suz); 5. Chris Nicholas (Hon).
VET A: 1. Rob Carlson (Suz); 2. Marty Mears (Kaw); 3. Chris Simpson (Kaw); 4. Mark White (Suz); 5. Scott Raymond (Kaw).
VET B: 1. Jeff Picardo (KTM); 2. Dave Dzenutis (Hon); 3. Alan Whitford (Hon); 4. Steve Labraecque (KTM); 5. Mike Kraskouskas (Kaw).
VET C: 1. Ray Crane (Kaw); 2. Tom Crawford (Hon); 3. Garth Brown (Suz).
MINI: 1. Ryan Sheehan (Hon); 2. Tim Langenback (Kaw); 3. Paul Dellaghelfa (Hon); 4. William Ainsworth (Kaw).
WMN: 1. Brandi Vaughen (Kaw); 2. Tina Blello (Kaw).



New Champion Speedway Track Championship

McBride wins the war

By Larry McBride
Photo by Russ Cornell

OWEGO, NY, AUG. 22

Elliott Ness would have been proud to have Warren Diem on his staff Saturday night at Champion Speedway in Owego, as he was absolutely untouchable.

Mounting a borrowed box-stock laydown Jawa that appeared to be jet-fuel-powered, Diem totally dominated every one of his four heats, his semi, and a $200 Dash For Cash - co-sponsored by Southern Tier Harley/Race Tools of Rochester and JBR Racing - on his way to scoring his third victory of the East Coast speedway season.

With four riders already occupying starting positions for the Scratch main, the fifth spot was determined by a last-chance qualifier. As in all previous events, this race again could have been billed as a main event.

On the starting grid were Gene Bonsignore, Lenny Dillon, George Lazor and Frank Watson. Out of gate one, Bonsignore had the lead off the start until turn four. Dillon pulled alongside, where he remained until turn three, where he slid up near the wall, giving the lead back to Bonsignore. Dillon recovered quickly and again was wheel to wheel with Bonsignore in turn two and three on the outside. A third rider - JBR Racing/NJK Leathers/Cody-Jawa-sponsored Lazor - decided to join the party and was also wheel to wheel with Bonsignore on the inside. Out of turn two and down the back straight, Cody-Jawa/Snap-On Tools-sponsored Bonsignore sandwiched between Lazor and Dillon and got bumped back to third. Never more than half a bike length apart, Dillon valiantly tried to gain ground on the outside of Lazor. Unable to advance there, Dillon dived to the inside of Lazor on turn three, getting a little too sideways and moving Lazor out to where he got enough traction to beat Dillon by half a bike length to the finish line to secure the transfer spot to the main.

Getting an equal start off the gate with Lenny McBride, Lazor, Tom Sephton and Bruce Nelson, Diem was two lengths ahead of McBride going down the back straight. All riders stayed fairly equal on the first few turns; however, Diem had such superior power on the straights that it appeared to be a matter-of-fact race, with Diem easily taking the checkered flag.

However, although Diem took his third victory of the year, the coveted track championship eluded him. Entering the last regular race of the season, Diem found himself eight points behind leader McBride.

The point spread changed quickly, however, when, after winning his first heat, Anton's Pizzeria/Tony B Tires-sponsored McBride was leading his second heat when his 13-year-old Godden decided it needed medical attention. But the bike kept going long enough for a third-place finish and one point.

Borrowing a Jawa from promoter Jason Bonsignore, McBride kept his championship chances alive by finishing his heats with a second and a first. After making several setup adjustments, McBride won his semi. With those finishes and a second place in the main, McBride captured the track championship for the second year by only three points.

Cam Rafferty continued his assault on the Support A class. Rafferty again took the checkered flag in his heat, semi, and final events. At 14 years old, the former flat-track racer is definitely on track to a Division One ride.

The Support B-class winner's circle was also occupied by a convert from the flat-track ranks. Todd Hunter, in only his second appearance on a speedway bike, won that class, as he did in his first showing at New Champion Speedway. CN

New Champion Speedway
Owego, New York
Results: August 22, 1998

D-1: 1. Warren Diem (Jaw); 2. Lenny McBride (Gdn); 3. Bruce Nelson (Gdn); 4. Tom Sephton (Gdn); 5. George Lazor (Jaw).
SUP B: 1. Todd Hunter (Jaw); 2. Dave Smith (Jaw); 3. Steve Sunderland (Jaw); 4. Mike Robinson (Jaw); 5. Andy Yarwood (Jaw).
SUP A: 1. Cam Rafferty (Gdn): 2. Joe Veninsky (Jaw); 3. Joe Greene (Jaw); 4. Jeremiah Smith (Jaw).
DFC: 1. Warren Diem (Jaw).
1998 TRACK CHAMPION: Lenny McBride (Gdn).

Team JBR riders George Lazor (left) and Gene Bonsignore (right) battle it out in the last-chance qualifier for the New Champion Speedway Track Championship main event. Lazor went on to win, but Lenny McBride (not shown) ultimately scored the track title.

Hot Harley Nights Short Track

Meiring masters Lodi

By Mike Law

LODI, CA, AUG. 22

Tony Meiring of Tracy won the 25-lap Open A main event as he rode wire to wire to victory over rivals Toby Jorgensen of Stockton and Rob Damron of Morgan Hill at the Lodi Cycle Bowl.

Valley Harley-Davidson of Stockton, the local Harley Owners Group, along with many other local merchants, ponied up a $2000 purse, and the Lodi Cycle Bowl played host to the largest racing crowd this year. In winning, the 14-year-old Meiring pulled off the ride of his young career, much to the surprise of the legions of loyal fans of both Jorgensen and Damron.

Two heats and one semi determined the starting positions for 13 Experts, with Damron and Meiring topping the two heat races and Kevin Bricker crossing the line first in the semi.

Meiring shot from the outside pole position as the starting light flashed to start the main event. He was followed by a very fast and determined Damron. Meiring and Damron dueled intensely for about eight laps before Damron fell while exiting turn four and coming onto the front straight. Damron quickly remounted, losing only one position, which allowed Jorgensen to move up from third to second. Meiring, Jorgensen and Damron soon distanced themselves from the pack, lapping many riders - some of them twice.

"It was perfect," Meiring said following his main-event victory. "I had a good start in the heat race, then got a little messed up in the first corner. I got it the way I wanted it and then rode hard for the win."

Although not finishing with a podium finish, 14-year-old and first-year Expert Mickey Lane of Vallejo showed great potential, as he finished seventh, behind Eddie Dixon, who is no slouch by any stretch of the imagination. Lane turned many heads as he ran midpack with the fast guys of Northern California for the entire main event.

Last year's black-plate number-two Pee Wee, Joe Hernandez, played giant-killer in the combined 60cc short-track main event. Hernandez and Bobby Fong rocketed off the line ahead of Steve Bosnay and stayed there for the better part of a lap and a half before being blown away down the back straight by Bosnay. Lap after lap, the lead of Bosnay was eroded away by Hernandez, with Bosnay being displaced to second at about the halfway point. Hernandez took the checkered flag by a six-bike-length margin, with Fong hanging on to a solid third.

"I just listen to my dad and take his advice," Hernandez said of his duel with Bosnay. "He showed me how to close in and pass, then stay ahead to win."

Fong's younger brother Anthony, an A rider, had his hands full with a very determined Ryan Law, a B rider, on both the short track and TT. Law scored the perfect holeshot to the first turn on the short track, with Fong in hot pursuit. Fong followed his rival for several laps and then closed in as Law bobbled slightly in the middle of the north turn. Fong then bobbled at the same spot on the following lap, allowing Law to pull away and score the victory. Back for revenge on the TT, Fong outgunned Law to the first turn and held the position to the checkered flag. With Law turning Expert after tonight, the intensity should heat up between these two Pee Wees and make for more good racing.

Pee Wee C rivals Danielle Caldeira and Travis McCarthy ran 1-2 and then 2-1 on the short track and TT, setting the stage for a friendly rivalry. Back in third in both races was Chad Cose in only his second race as a Pee Wee. Cose rode smoothly as he stayed within sight of the leaders.

Local 80cc Expert Brandon Inderbitzin had his work cut out for him as he jumped the start, along with Mike Rush, on the short track, and was banished to Siberia (the third row). Last week's multiple winner, Jason Grewe, found himself suddenly out in front for several laps before he was reeled in by Jared McWhirter and Inderbitzin.

Inderbitzin continued to crank up the wick as the laps wound down, but he had to settle for second as McWhirter aced the win.

A talented class of 250cc short-track riders brought the crowd to its feet, and Freddy Poli ran up front for the better part of six laps. Hisayoshi Kawahara waited in the wings, stalking the crafty teenager, anticipating a bobble. Poli slipped slightly coming out of turn two and then bobbled big-time exiting turn four. Kawahara pounced quickly and then won the drag race to the finish, barely ahead of Poli.

Vintage A rivals Roger Hamilton and John Eichelbaugh diced around the oval in the Vintage main in the battle of the 750cc Yamaha twins, with Hamilton getting the nod. Eichelbaugh chased Hamilton once again on the short track in the Vintage Twin class, with Hamilton once again taking home the top honors at the finish.

In what is fast becoming one of the larger classes at the Lodi Cycle Bowl, Knobby short-track riders Joe Cunnington and Darrin Gibson once again beat Knobby master Scott Taylor.

"It was a great race," Cunnington said after the race. "We go toe to toe. My buddy got the holeshot, and I had to catch him. I was a little worried, but it was good racing and a lot of fun." CN

Lodi Cycle Bowl
Lodi, California
Results: August 22, 1998

Short Track
PP: 1. Rebecca Law (Yam); 2. Lauren Wallace (Yam); 3. Alyssa Brionez (Yam).
P/W STK A: 1. Anthony Fong (Yam); 2. Lauren Wallace (Yam); 3. Alyssa Brionez (Yam); 4. Danny McDaniel (Yam).
P/W STK B: 1. Ryan Law (Yam).
P/W STK C: 1. Danielle Caldeira (Yam); 2. Travis McCarthy (Yam); 3. Chad Cose (Yam).
P/W MOD: 1. Lauren Wallace (Yam); 2. Shane Jones (KTM); 3. Derron Ohls (KTM); 4. Ron Roberts (KTM).
60 B: 1. Joe Hernandez (Kaw); 2. Chris Borjas (Kaw).
60 C: 1. Steve Bosnay (Kaw); 2. Sean Jones (Kaw); 3. Cody Anselmi (Kaw).
80: 1. Jared McWhirter (Hon); 2. Brandon Inderbitzin (Hon); 3. Jason Grewe (Hon); 4. Stewart Barber (Hon); 5. Mike Rush (Kaw).
100: 1. Matt Cross (Hon); 2. Freddy Poli (Hon).
KNBY: 1. Joe Cunnington (Kaw); 2. Darrin Gibson

(Hon); 3. Scott Taylor (Yam); 4. Danny Klay (Hon); 5. Rob Clark (Hon).
250 A: 1. Tony Meiring (Rtx); 2. Corey Eaton (Hon).
250 B: 1. Riley Cox (Yam); 2. Cory Yarrow (Yam).
250 C: 1. Hisayoshi Kawahara (Hon); 2. Freddy Poli (Yam); 3. Derrick Ohls (Hon); 4. Robert Norris (Hon); 5. Ken Holland (Hon).
OPEN A: 1. Tony Meiring (Rtx); 2. Toby Jorgensen (CCM); 3. Rob Damron (Hbg); 4. Kevin Bricker (Hon); 5. Steve Fischer (Rtx).
OPEN C: 1. Hitoshi Aizawa (Rtx); 2. Harlund Johnson (Hon); 3. Joe Cerro (Yam); 4. Gary King (Yam); 5. Evan Craig (Hon).
VINT A: 1. Roger Hamilton (Yam); 2. Jon Eichelbaugh (Yam).
VINT B: 1. David Morgan (Hon); 2. Corey Schnuck (Hon); 3. Joe Dugish (Yam).
VINT TW: 1. Roger Hamilton (Yam); 2. Jon Eichelbaugh (Yam); 3. Sherman Lee (Tri).
VET A: 1. Robert McDonnell (H-D); 2. Robert Bacosa (Rtx); 3. Allan Yarrow (Yam).
VET B: 1. Paul Sandborn (Rtx); 2. Richard Arnold (Rtx).
TT
PP: 1. Rebecca Law (Yam); 2. Lauren Wallace (Yam); 3. Danielle Caldeira
P/W STK A: 1. Anthony Fong (Yam); 2. Alyssa Brionez (Yam); 3. Lauren Wallace (Yam); 4. Danny McDaniel (Yam).
P/W STK B: 1. Ryan Law (Yam).
P/W STK C: 1. Danielle Caldeira (Yam); 2. Travis McCarthy (Yam); 3. Chad Cose (Yam).
P/W MOD: 1. Lauren Wallace (Yam); 2. Shane Jones (KTM); 3. Ron Roberts (KTM).
60 B: 1. Steve Bosnay; 2. Bobby Fong (Kaw).
60 C: 1. Sean Jones (Kaw).

Costa Mesa Speedway

Oxley, DiFrancesco triumph

By Elaine Jones

COSTA MESA, CA, AUG. 22

It was Orange County Harley-Davidson Night at Costa Mesa Speedway. There was a small fortune in exotic Harleys ready to race around the small Costa Mesa oval called the Bullring. Jeff Hays and Jimmy Raymond came out as the winners in the Harley races. Raymond, with his ape-hanger bars and kicked-out front end, is always a crowd pleaser. Not to be upstaged was the regular race program of Speedway bikes and the crowd-pleasing Sidecars. For the second time this season, "Rad" Brad Oxley and Randy DiFrancesco shared the podium, with Oxley winning the Scratch main and DiFrancesco taking the honors in the Handicap.

To get to the main events, you have to qualify, and on the Scratch side of the program, the first order of business is to get a first or second in the four-man, four-lap heat race. The first heat had Johnny Walker on the pole, with Bobby "Boogaloo" Schwartz in two. John Aden loaded into the third slot, with Jason Chism in four. As they staged it, Chism got in too deep and he touched the tapes. Chism was sent to the 20-yard line and they staged again. When the gate came up, it was the "Master of the Gate," Schwartz, who went to the head of pack. He took the rest of the field to class as he led from start to finish. Aden was out second, and Aden and Schwartz distanced themselves from the rest of the field. They both would move to the semis.

In the second heat, it was Charlie Cooley who drew the pole, with Kon Baur in two. David Taylor was in three, with Gary Hicks in four. Hicks cut an awesome gate, went out on top, and was gone. Baur had his hands full with Cooley, trying to make the outside work for him. They were close, but it was Baur at the checkered, and he and Hicks would move up the program.

Jimmy Raymond won the Harley class at the Costa Mesa Speedway.

Charlie "The Edge" Venegas drew the pole in the third heat. Next to him was Shawn "Mad Dog" McConnell, with Brian Burch in three and Andy "The Enforcer" Northrup in four. When the gate came up, Venegas headed for the outside and McConnell headed for the pole. It looked like McConnell had a slight lead, but Venegas turned it up a notch and came out on top and kept the wick turned up for the win. McConnell also made the transfer, with Northrup missing by inches. Burch was fourth.

The final heat had "Fast" Ed Castro on the pole, with Oxley in two, Ackroyd in three and DiFrancesco in four. Ackroyd had bike problems and couldn't make the call and it became a three-man go. Oxley got a fantastic start and took it to the rest of the field. Castro tried to take the long way around, getting out in the dirt - but when up against Oxley, this is really hard to do, as he really makes the low line work. Castro was still in for second and, along with Oxley, he would move to the semis.

The first semi had Hicks on the pole, with Schwartz in two and McConnell in three. On the outside, it was Castro. On the first try at a go, it was Hicks who got overanxious and touched the tapes. He was sent to the 20-yard line. The second try saw a clean start, with McConnell pulling off a great move that put him down low on the PVC and out in front. Schwartz was right on his tail and Hicks was running third. Castro never got a lap in the books, as bike problems sidelined him. Hicks was trying to get something going, but the fickle finger of fate got him, too, and on the last lap he broke. McConnell and Schwartz moved to the main, and Castro and Hicks had one more shot in the last-chance qualifier.

The second semi had Baur on the pole, with Venegas in two and Oxley and Aden in three and four. Oxley got the gate that put him in the lead, with Venegas a very close second. Unfortunately for Oxley, it was a four-lap race - and his bike only went two. Venegas was more than happy to take over. Aden picked up the place spot and they moved to the main. Oxley went to the drawing board to find the cause of his problem and try to recover, as he and Baur had one more shot in the LCQ.

The last-chance saw the luck of the draw go to Oxley, and he lined up on the pole. Castro was in two, with Baur in three and Hicks in four. Baur was the only one in the field who had not had equipment problems. This was going to be a major showdown, as the riders were about half-mad, anyway. When the gate came up, Oxley literally blasted off the line and went straight to the front. Hicks was equally on the gas as he put the pressure on in the second spot. Castro was outside and running hard as he tried to find a way around both of them. Oxley was riding like he had something to prove, and by the end of four, he had. He was the final man in the Scratch main.

The lineup for the Scratch main had Oxley drawing the pole. Aden was in two, with Schwartz in three. On the outside, it was McConnell in four and Venegas in five. Venegas cut the best gate and went to the outside, where he could use the dirt; Oxley, on the other hand, cut through on the inside and he came away with the lead. Aden followed suit and was running second but had McConnell working on him. Schwartz was looking for mistakes, and Venegas had a lot of work to do, as he was now in fifth. The final lap was Aden's undoing. It sounded like his bike was missing, and McConnell was really trying to get a wheel under him and those two things combined pushed him off the groove, and McConnell got through for second before a very high-flying Oxley. Venegas had moved back up the ladder and he was third, while Schwartz claimed fourth. Aden had to be satisfied with the fifth.

The first heat on the Handicap side of the program saw DiFrancesco run down Kit Nay on the first lap to take the lead. It looked like a sure win for the man from Bakersfield, but on the last lap, Northrup rained on his parade as he got him at the checkered flag. He still had enough to transfer up the ladder, with Schwartz getting through for the final transfer spot. Richard Jones caused excitement as his bike caught on fire due to a cracked manifold. Jones was thankful to a heads-up infield crew that put the fire out so quickly that no damage was done to the motor.

The second heat had Robbie Sauer, from the low yardage, go almost wire to wire. It was Hicks, who had been sent to the 80-yard line for rolling, who got all the way through the field to take the win at the checkered. The final spot went to Venegas.

The third heat had the crowd on its feet as Castro, running the outside line from the 50, passed Bryan Thompson on the third lap to take the lead. McConnell, coming from the 60, had also been on the move and got by one lap later for second. Thompson hung on and picked up the final transfer spot, and he moved to the semi.

The final Handicap heat saw Oxley take a page from Hicks' book and take the win from Burch on the final lap. Actually, Oxley has written this book as well, as he has been doing this all year long. Aden got David Taylor at the checkered to pick up the final transfer spot.

In the first Handicap semi, it was Sauer, coming from the low yardage, who went out on top, with DiFrancesco running him down by the end of two. Northrup, Hicks and Venegas were all in a battle for the last two transfer spots, as they all moved into the fray by the end of four.

With two laps to go, DiFrancesco settled in, with Venegas, Northrup and Hicks right behind him, all knowing they had a transfer as they had moved Sauer off the groove. The first four spots had been claimed for the main.

The second Handicap semi saw Thompson from the 10 out first, but Aden, McConnell and Castro moved him off the groove by the end of lap three. Oxley was also on the move and put himself in a transfer spot and was looking for more when time ran out. It was Aden who made the inside work, and he came away with the win while Castro worked the outside for second. McConnell and Oxley, from the inside, picked up the final two transfer spots.

The lineup for the Handicap main had DiFrancesco alone on the 30. Northrup was the solo rider on the 40. Aden and Castro shared the 50. The big guns were fighting for real estate on the 60 as Venegas, Hicks, McConnell and Oxley lined up. The gate came up and DiFrancesco dropped the hammer. He wanted as much daylight as he could get on the tidal wave bearing down on him. Aden was on him first, as was trying to move him off the groove. Northrup was right in the thick of things as he, too, was looking for a way around. Hicks was leading the boys from the 60, but it was McConnell - who really shines in Handicap racing - who got through on the inside to get by Northrup on the last lap to take the third. Aden was second, but he was so close to taking the win from DiFrancesco. DiFrancesco was so excited that he laid his bike down after he took the checkered and took his victory lap on foot, waving the flag.

The Sidecar main had Duane Carmont and Richard Tailing on the pole, with John Matherson and Scott Cole in two. Jeff Carr and Mike Moreno were in three, with Peter Lewis and Jamie Macy in four. Carmont and Tailing got out first and got very up close and personal with Matherson and Cole on the first lap as the swingers literally pushed off of one another. Carmont and Tailing looked to have the win in the bag, but as they came out of four on the last lap and headed for the checkered, they overturned the bike. They went into the infield about 10 feet shy of the finish line. It was a lucky break for Matherson and Cole, who took the win, with Lewis and Macy second, and Hall and Moreno third.

Randy Skinner got his second main-event win in as many weeks as he topped Joe Winston and Greg Corona. CN

Costa Mesa Speedway
Costa Mesa, California
Results: August 22, 1998

SCR: 1. Brad Oxley (GM); 2. Shawn McConnell (GM); 3. Charlie Venegas (GM); 4. Bobby Schwartz (GM); 5. John Aden (Jaw).
HDCP: 1. Randy DiFrancesco (Jaw); 2. John Aden (Jaw); 3. Shawn McConnell (GM); 4. Andy Northrup (Jaw); 5. Gary Hicks (GM).
SDCR: 1. J. Matherson/S. Cole (Yam); 2. P. Lewis/J. Macy (Yam); 3. J. Carr/M. Moreno (Kaw); 4. D. Carmont/R. Tailing (Hon).
SUP: 1. Randy Skinner (Jaw); 2. Joe Winston (Wes); 3. Greg Corona (Wes); 4. Tom Buckingham (Wes); 5. Mike Lupo (Jaw).

Adams maintains streak with F-1 victory

By Eric Vincent

ROSAMOND, CA, AUG. 15-16

Curtis Adams battled perennial rival Chuck Graves to win the Toyota Gold Cup Formula One race at the eighth round of Willow Springs Motorcycle Club activities at Willow Springs International Raceway.

Adams maintained his victory streak of winning every Formula One race he has entered in

1998 at the California high-desert race track. Almost every one of those victories have required Adams to battle Graves from start to finish. Graves is not only the defending Formula One-class champion, but he is also the current points leader in the class. Adams wasted no time in powering into the lead off the line on his Dunlop-shod Yamaha YZF750F. Graves was right behind him, with Tokey Beck emerging in third. Near the end of the first of 12 laps, Frank Aragaki moved up and was challenging Beck for third. In lap four, Aragaki drafted Beck down the front straight and passed him just before turn one. But Beck wasn't ready to let up, and a lap later he retook third when he passed Aragaki down the back straight. In lap six, Aragaki found his way around Beck again, and before Beck could respond, his motorcycle developed a mechanical problem and he was forced out of the race. While that was happening, Jeff Short closed up on Aragaki. Rounding the long turn-eight sweeper two laps later, Short powered around the outside of Aragaki to move up into third. Aragaki quickly recovered and, as the racers started lap nine, he passed Short on the front straight. For all of the first 10 laps, Graves had been sitting in Adams' shadow. As lap 11 began, Graves drafted and passed Adams just before turn one. However, Adams made a daring move. He dropped to the inside of Graves on the exit of turn one and retook the lead. A few turns later, Short pulled out of the race with a mechanical problem, leaving Aragaki with a solid hold on third.

Starting the final lap, Graves once again passed Adams going into turn one, but Adams made the same dive through the turn and stole the lead back. Graves continued to sit right on Adams' tail for the remainder of the lap, and heading for the checkered flag, Graves made one last attempt to use the draft and get past Adams. However, his efforts fell just short as Adams took the win by half a bike length, leaving Aragaki to round out the top three.

In the Tom Sera Racing/XYZ Clothing Co. Formula Two race, class points leader Jeremy Toye was unable to make the race start after crashing in a race earlier in the day. At the drop of the starter's flag, Ken Chase grabbed the lead off the line, with Bryan Kovarick second. Rounding turn five, Kovarick passed Chase momentarily, but Chase repassed him going through turn nine.

Over the first two laps, Mark Hopkins moved his way through the field and, going around turn eight, he powered past both Kovarick and Chase to take the lead. Hopkins began opening the gap between himself and the rest of his pursuers.

While Hopkins solidified his hold on the lead, Chase and Kovarick continued to battle for second and third. While Chase held second for the next few laps, Kovarick sat in his draft. On lap seven, Kovarick made his way around Chase in turn two, but his hold on second lasted only a lap and a half before Chase repassed him.

As the final lap got under way, Chase and Kovarick were side by side between turns two and three, but Chase managed to keep the advantage over Kovarick. In turn eight, Kovarick made a final attempt to get past Chase by pulling alongside him on the outside of the turn. But Chase kept the throttle twisted, and at the line it was Hopkins with the win, followed by Chase in second and Kovarick in third.

Results

F-1: 1. Curtis Adams (Yam) 2. Chuck Graves (Yam); 3. Frank Aragaki (Kaw); 4. John Hopkins (Yam); 5. Karl Lowry Jr. (Yam).

F-2: 1. John Hopkins (Yam); 2. Ken Chase (Suz); 3. Bryan Kovarick (Suz); 4. Frank Aragaki (Kaw); 5. Andre Castanos (Hon).

F-3: 1. Vicky Jackson-Bell (Hon); 2. Gavin Seekamp (Hon); 3. Yuichi Katoaka (Hon); 4. Erik Dadej (Hon); 5. Joseph Shelton Jr. (Hon).

F-40: 1. Paul Vogel (Suz); 2. Stephen Hewitt (Hon); 3. Arthur Coldwells (Hon); 4. David Molitor (Yam); 5. John Bailey (Suz).

500 S/STK: 1. Joe Hammond (Yam); 2. Shawn Cash (Yam); 3. Aaron Lunsford (Yam); 4. Andrea Hilton (Yam).

600 S/STK: 1. Chuck Graves (Suz); 2. Karl Lowry Jr. (Suz); 3. Ken Chase (Suz); 4. Bryan Kovarick (Suz); 5. Randy Groves (Suz).

750 S/STK: 1. Jeff Short (Suz); 2. Jake Zemke (Suz); 3. Bryce Gross (Suz); 4. Jeff Hagan (Suz); 5. Paul Vogel (Suz).

OPEN S/STK: 1. Chuck Graves (Yam); 2. Karl Lowry Jr. (Suz); 3. Clinton Whitehouse (Yam); 4. Kevin President (Yam); 5. Steven Keddington (Suz).

550 S/BK: 1. Orlando Pablo (Yam); 2. Shawn Cash (Yam); 3. Balz Renggli (Duc); 4. Marte Cooksey (Yam); 5. Joe Hammond (Yam).

650 S/BK: 1. Chuck Graves (Suz); 2. Ken Chase (Suz); 3. Bryan Kovarick (Suz); 4. Randy Groves (Suz); 5. Sam Carnibucci (Hon).

750 S/BK: 1. Jeff Short (Suz); 2. Jake Zemke (Suz); 3. Bryce Gross (Suz); 4. Steve Teschke (Suz); 5. Richard Headley (Duc).

OPEN S/BK: 1. Curtis Adams (Yam); 2. William Beck (Suz); 3. Karl Lowry Jr. (Suz); 4. Dean Vincent (Yam); 5. Kevin President (Yam).

500 MOD PROD: 1. Joe Hammond (Yam); 2. Shawn Cash (Yam); 3. Aaron Lunsford (Yam); 4. Andrea Hilton (Yam); 5. Marte Cooksey (Yam).

600 MOD PROD: 1. Bryan Kovarick (Suz); 2. Ken Chase (Suz); 3. Jeremy Toye (Suz); 4. Randy Groves (Suz); 5. Sam Carnibucci (Hon).

750 MOD PROD: 1. Jake Zemke (Suz); 2. Jeff Hagan (Suz); 3. Bryce Gross (Suz); 4. Hans Moritz (Suz); 5. Jerry Mendzer (Yam).

OPEN MOD PROD: 1. Kevin President (Yam); 2. Jeremy Horn (Tri); 3. Stephen Hewitt (Hon); 4. Steven Keddington (Suz).

BOTT L/W: 1. James Hiller (Kaw); 2. Jeff Roelands (Kaw); 3. Amir Aveneri (Suz); 4. Jose Estrella (Suz); 5. Benjamin Morse (ATK).

BOTT M/W: 1. Stephen Lilliott (Hon); 2. Michael Dubé (Hon); 3. Scott Fisher (Hon); 4. Roger Sgarbossa (Hon); 5. Scott Spears (Hon).

BOTT H/W: 1. Lucio Nicolodi (Duc); 2. Balz Renggli (Duc); 3. Richard Headley (Duc); 4. Claudio Szyszkowki (Duc); 5. Peter Robbins (Duc).

500 SGL: 1. Carlin Dunne (Hon); 2. Steven Allen (Hon); 3. Paul Nielsen (Hon).

660 SGL: 1. Benjamin Morse (ATK).

F-SGL: 1. Larry Schnur (Duc); 2. Trevor Dunne (Gil); 3. Carlin Dunne (Hon); 4. Steven Allen (Hon); 5. Randall Zempel (Hon).

L/W VINT: 1. Craig Beecher (Yam); 2. James Dobson (Yam); 3. Steven Allen (Hon); 4. Paul Nielsen (Hon); 5. Charles Martiny (Suz).

H/W VINT: 1. Craig Beecher (Yam); 2. Todd Boudreaux (Kaw); 3. Larry Cochran (Hon); 4. James Dobson (Yam); 5. Brad Gitchell (Suz).

SOLO GTU: 1. Ken Chase (Suz); 2. Jacob West (Hon); 3. Tony Silvera (Hon); 4. Kevin Carter (Hon); 5. Scott Simpson (Yam).

SOLO GTO: 1. Chuck Graves (Yam); 2. Tyler Paulson (Kaw); 3. Stephen Hewitt (Hon); 4. Jason Catching (Kaw); 4. Scott O'Harrow (Suz).

500 NOV: 1. Jonathan Flor (Hon); 2. Jamey Harrison (Yam); 3. Mike Foster (Yam); 4. Michael Doyle (Kaw); 5. Victor Cornejo (Yam).

501-650 NOV: 1. Jeff Geoghan (Hon); 2. Anthony Guzman (Suz); 3. Robert Kenny (Hon); 4. Eddie Navarro (Yam); 5. Mike Butak (Hon).

OPEN NOV: 1. Don Hart (Suz); 2. Ed Galtes (Suz); 3. Jeff Gagne (Kaw); 4. Michael Gray (Duc); 5. Paul Merwin (Hon).

Leeman lands St. Peter Half Mile

By Tim McBride

ST. PETER, MN, AUG. 8

Ron Leeman piloted his 1977 XR750 Harley-Davidson to an upset victory in the Vintage Twin final during the Davey Durelle Racing Promotions Half Mile held at the Nicolett County fairgrounds.

Tom Robertson pulled the holeshot at the start of the main event and was followed by Leeman, Marlyn Klunder, Buzz Arndt, Marvin Cleppe and Bob Becker. On lap three, Arndt slipped by Klunder and soon positioned himself for a go-for-broke pass attempt on the last lap. As the trio of Robertson, Leeman and Arndt raced into turn three for the final time, Arndt made his move.

"Tommy and I rode through the turn kind of high, and Buzzy went to the inside of both of us," explained Leeman afterward. "But he got cut off, and I found a high line out of turn four and went right around both of them."

(Above) Bruce Rutherford took some 30-second leads to take the wins in each moto of his Pee Wee KTM class in Moreno Valley, California.
(Left) In Vintage Twin action, Ron Leeman (27) passed Tom Robertson (9) and held off Buzz Arndt (17) to win his first race of the season at St. Peter, Minnesota.

Leeman edged Arndt at the line for his first big win of the season, with Robertson nipping at their heels.

The Vintage Single final was less dramatic. Paul Koch rode his Yamaha to victory ahead of multiple race winner Randy Thistle (who was competing with some very tender ribs due to a practice crash earlier in the week). Steve Doty finished a close third, with Bob Becker and Lloyd Turner in tow. Adam Henrichs racked up yet another victory in the 125cc class by passing race leader Bruce Briard on lap two. Henrichs remained untouched until he reached the checkered flag ahead of Briard and heat-race winner Nicholas Hanner. Willie Broten and superfast mini racer Shawn Burr finished fourth and fifth, respectively. Josh Koch (son of Paul Koch) traded the lead with Trackstar Motorsports' Jacob Mataya in the 60cc class. In the end, it was Koch gaining the upper hand. A steadily improving Travis Washeck finished third, just ahead of Micro Mini race winner Candy Hiley and Ashlee Sullivan.

Bob Boyd continued his winning ways by easily topping both the Open Amateur and the Over 30 classes in a convincing manner. The Open Pro final wasn't decided until the last lap, when Randy Triplett sped by Verdeen Langland at the exit of turn four to earn top honors. Early-race leader Billy Hofmeister rode his XR750 Harley-Davidson to third, ahead of Eric Brouhard, Marcus Bauer and Kurt Boehlke.

Results

MICRO MINI JR: 1. Candy Hiley; 2. Jory Morris; 3. Natasha Waschek; 4. Nick Mataya; 5. Dominic Ray.

VINT SGL: 1. Paul Koch; 2. Randy Thistle; 3. Steve Doty; 4. Bob Becker; 5. Lloyd Turner.

VINT TW: 1. Ron Leeman; 2. Buzz Arndt; 3. Tom Robertson; 4. Marlyn Klunder; 5. Marvin Cleppe.

NOV: 1. Mike Clark; 2. Mark Rolf; 3. Elijah Travoille; 4. Chad Briard; 5. Shawn Burr.

60: 1. Josh Koch; 2. Jacob Mataya; 3. Travis Waschek; 4. Candy Hiley.

80: 1. Troy Johnson; 2. Troy Solnitsky; 3. Shaun Burr; 4. Blake Young; 5. Kyle Meiers.

125: 1. Adam Henrichs; 2. Bruce Briard; 3. Nick Hanner; 4. Willie Broten; 5. Shawn Burr.

250 AM: 1. Pat Pearce; 2. Nick Hanner; 3. Adam Henrichs; 4. Chad Schmidt; 5. Keegan Iverson.

30+: 1. Robert Boyd; 2. Mike Ledin; 3. Steve Doty; 4. Tim McBride; 5. Mark Rolf.

40+: 1. Charlie Langland; 2. Buzz Arndt; 3. Tim McBride; 4. Ron Leeman; 5. Paul Koch.

50+: 1. Charlie Langland; 2. Buzz Arndt; 3. Tom Robertson; 4. Marlyn Klunder; 5. Marvin Cleppe.

OPEN AM: 1. Robert Boyd; 2. Chad Schmidt; 3. Keegan Iverson; 4. Verlon Langland; 5. Eric Berg.

OPEN PRO: 1. Randy Triplett; 2. Verdeen Langland; 3. Bill Hofmeister; 4. Eric Brouhard; 5. Marcus Bauer.

MaComber ultrafast at Starwest Motocross

By Tony Alessi

MORENO VALLEY, CA, AUG. 15

Corey MaComber ran away with both 125cc Novice-class motos to post the overall win at StarWest Cycle Park.

MaComber pulled holeshots tonight in both 125cc Novice-class motos aboard his ultrafast NCY/Noleen-backed Yamaha. MaComber pulled big leads during both motos while turning lap times of 1:30 per lap. Pat Terry was the second fastest of the 125cc Novices and posted a well-earned runner-up position, finishing in front of Vito Tarantino, hard-charging Bill Walls, and Gabe Obeso.

Jason Fields topped the Pro class tonight after some close racing with former all-star Dean Van Riper. When all was said and done, Van Riper won the second moto while Fields took the overall with a 1-2 finish.

Cody Hertel was the king of the 80cc Beginner class tonight after posting a set of moto victories.

Hertel and his blood-red Honda ran off and hid from hard-charging Mike Wetzel during both motos of competition, while Andrew Wageman, Kris Deleon and Tim Berger rounded out the top five.

Bruce Rutherford piloted his pee-wee KTM to two separate class wins tonight and simply stole the show by stretching out some 30-second leads in each moto. When the dust settled, Rutherford topped both the 50cc Stock and 50cc (7-8) classes, ahead of the likes of Michael Hall and Krystal Cramer, and Donnie "Earthquake" Kearney and Kyle Smith.

Results

Small Track

50 STRTR (4-6): 1. Kris Connelly (Lem); 2. Charlie Reider (KTM); 3. Corey McGrane (Act); 4. Madison Dormack (Yam).

50 STRTR (7-8): 1. Jordan Berg (Yam).

50 STK BEG (4-6): 1. Max Ladieu (KTM); 2. Brett Harrison (Cob).

50 STK BEG (7-8): 1. Jonathan Horgan (KTM), 2. Bryce Eikelberger (Lem); 3. Kristopher Chambers (Cob).

50 MOD BEG (4-6): 1. Brett Harrison (Cob).

50 MOD BEG (7-8): 1. Jonathan Horgan (Yam).

50 STK B: 1. Cody Tithof (KTM).

Main Track

50 P/W (4-6): 1. Brett Harrison (Cob).

50 P/W (7-8): 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Michael Hall (Cob); 4. Richard Sterling (KTM); 5. Krystal Cramer (Cob).

50 STK: 1. Bruce Rutherford (KTM), 2. Michael Hall (Cob), 3. Krystal Cramer (Cob); 4. Brett Harrison (Cob).

50 MOD: 1. Kyle Smith (KTM).

50 S/P/W: 1. Donnie Kearney (KTM); 2. Matt Harrison (KTM).

60 STRTR: 1. Michael Hall (Kaw).

60 (9-11): 1. Charles Pearson (Kaw); 2. B.J. Bohrer (Kaw); 3. Matt Harrison (KTM); 4. Jason Hildebrand (Kaw).

80 BEG (0-11): 1. Justin Lavole (Hon); 2. Mike Montjoy (Suz); 3. Bryan Brimhall (Suz); 4. Kasey Morris (Kaw).

80 (0-11): 1. Jeff Alessi (Kaw); 2. Taylor Gilmore (Suz); 3. Travis Christensen (Suz); 4. Dane Jackson (Yam).

80 BEG (12-16): 1. Cody Hertel (Hon); 2. Mike Wetzel (Yam); 3. Andrew Wageman (Hon); 4. Kristoffer Deleon (Hon); 5. Timothy Berger (Suz).

80 (12-13): 1. Kelly Tedder (Suz); 2. Shaun Connelly (Yam); 3. Shawn Parro (Hon).

80 (14-16): 1. Nicholas Hensley (Yam).

WMN: 1. Aubriana Dunn (Yam); 2. Elizabeth Bash (Yam).

125 NOV: 1. Corey MaComber (Yam); 2. Patrick Terry (Yam), 3. Vito Tarantino (Yam); 4. Bill Walls (Hon); 5. Gabriel Obeso (Kaw).

125 INT: 1. Kyle Locke (Yam); 2. Derek Chase (Yam).

125 PRO: 1. Andy Anaya (Yam).

250 NOV: 1. Adam Owsley (Kaw); 2. Jon Davidson (Kaw); 3. Carl Chase (Yam).

250 INT: 1. Daniel Nicholas (Kaw).

250 PRO: 1. Jason Fields (Yam); 2. Dean Van Riper (Kaw).

25+ BEG: 1. Joe Willardsen (Kaw); 2. John Eglich (Kaw).

25+ NOV: 1. Brian Thomas (Hon).

25+ INT: 1. Duane Benner (Kaw).

30+ BEG: 1. Doug Connelly (Yam).

30+ NOV: 1. Bruce Forinash (Hon).

30+ INT: 1. Pete Jenkins (Hon).

Weber goes flag to flag at Nelson Ledges GP

By Rob Wigdorski Jr.

GARRETTSVILLE, OH, AUG.16

Bob Weber launched his Ascot-based hybrid thumper into turn one first in the GT3 race at Nelson Ledges and never looked back. Weber rode beautifully lap after lap and built up almost a 10-second lead over second-placed Mike Skrbin.

Skrbin fought back and tried to take a freshly healed Gene Strube and his EX250 with him to the front. It was not to be; Weber took the checkers first, with Skrbin and Strube rounding out the top spots.

The 600cc Superbike field was a showcase for Doug Duane and his Fasttrax Riding School/Bridgestone Tire-backed GSX-R600. Duane shot into the lead on his production-spec Suzuki and ran just over one second off of the outright track record, while the rest of the field fell back, complaining about a lack of grip due to the heat. Duane was untouchable and ran with local Expert champion Quentin Mise for the majority of the race. Duane was followed home by second-placed Bryan Shields and third-placed Neal Wallbaum. Duane finished off the day with wins in the 750cc and GT1 classes aboard the same machine.

Steve Bell took the holeshot in the GT2 class, ahead of points leader Mike Kasimirsky and John Melich. Bell came out of the last turn on the first lap with his head down and the rear tire of his CB-1 smoking. Kasimirsky ran off the track trying to match Bells' drive but saved it and used his FZR 400's horsepower to pass Bell on the back straight on the fourth lap. Bell couldn't get back in front and had to take second. Melich hung it all out and took home the final class trophy.

Results

GT1 NOV: 1. Doug Duane; 2. Tony DiNicola; 3. Rob Wigdorski Jr.; 4. Dan Cushman; 5. Neal Wallbaum.

GT1 EX: 1. Quentin Mise; 2. Rex Miller; 3. Ray Chilson Jr.

GT2 NOV: 1. Mike Kasimirsky; 2. Steve Bell; 3. John Melich; 4. Cork Morran; 5. Pat Rochetti.

GT2 EX: 1. Mike Graham; 2. Charlie Smyers; 3. Jim Clark; 4. Chris Draudt.

GT3 NOV: 1. Bob Weber; 2. Mike Skrbin, 3. Gene Strube; 4. Lew Rochetti; 5. James Wolfe.

GT3 EX: 1. Chris Riley.

S/BK 600 NOV: 1. Doug Duane; 2. Bryan Shields; 3. Neal Wallbaum; 4. John Bush; 5. David Moses.

S/BK 600 EX: 1. Quentin Mise; 2. Ray Chilson Jr.; 3. Dale Mirgliotta.

S/BK 750 NOV: 1. Doug Duane; 2. Tony DiNicola; 3. Bryan Shields; 4. Dan Cushman; 5. David Moses.

S/BK 750 EX: 1. Quentin Mise; 2. Ray Chilson Jr.; 3. Rex Miller.

S/BK LT NOV: 1. Mike Kasimirsky; 2. John Melich; 3. Cork Morran; 4. Steve Bell; 5. Lew Rochetti.

S/BK LT EX: 1. Mike Graham; 2. Chris Draudt; 3. Charlie Smyers.

TW NOV: 1. Gene Strube; 2. James Wolfe; 3. Lew Rochetti; 4. Bob Weber; 5. Todd Narduzzi.

TW EX: 1. Scott Daffron; 2. Bob Vokac; 3. Chris Riley.

S/TW NOV: 1. Brad Trout; 2. Charles Davey; 3. Jeremy Kahn; 4. Marty Watson; 5. Jamie Arnold.

S/TW EX: 1. Marty Sires; 2. Bob Vokac; 3. Bill Bloom.

VET NOV: 1. Rob Wigdorski Jr.; 2. Mark Martin; 3. Todd Narduzzi; 4. Steve Dumek.

VET EX: 1. John Sullivan; 2. Chris Draudt; 3. Pat Mattachione; 4. Bill Bloom; 5. Scott Daffron.

HAWKS EX/NOV: 1. Marty Sires; 2. Brad Trout; 3. Jeremy Kahn; 4. Charles Davey; 5. Marty Watson.

Dana does it at CRC night motocross

By Greg Robertson

PALMDALE, CA, AUG. 15

Donnie Weber and Ryan Evans each picked up a 125cc Beginner moto win. But when the results were tallied it up, it was the consistent 2-2 rides of Charles Dana that ended up making him the overall winner during California Racing Club's Saturday night motocross at Los Angeles County Raceway.

Weber put his FMF-backed KX125 at the head of the pack off the first-moto start. Dana gated fourth, but within a lap he was around Kyle Kelly and Ryan Robertson and was pressuring Weber. Dana double-jumped over Weber for the lead. Weber stuck a wheel under Dana to regain control two turns later. Dana wasn't giving up, and he sailed past Weber once again at the halfway point to set the pace. Weber retaliated a lap later and would slowly pull away from Dana for the win. Robertson was a close third, ahead of Jason Shearer and Eddie Fish.

Evans, who could only work up to a sixth-place finish in the first moto after a poor start, totally dominated the second moto. Evans turned a holeshot into a 10-second margin of victory by the end of the race. Dana ran mid-pack on the opening lap and slowly picked off the competition until he was in second place, which was good enough to collect the overall win. Robertson followed Dana up through the field to finish second overall with his 3-3 rides.

Team Chaparral/Noleen/Nationwide Cycle-sponsored Daryl Ecklund was the runaway winner of both 80cc (12-13) motos. Chris Norr finished a lonely second both times out on his Suzuki. Third place was up for grabs in each race, with Garrett Warren coming out on top of a heated battle with Kevin Williams and Mike Epstein to earn the position.

KX250-mounted Chris Reed swept both Junior Vet Novice motos in convincing fashion for the win over Chris Walent and Gabi Abayou. Reed had his hands full in the first 250cc Novice moto and finished second to Tomas Ponce De Leon. Reed absconded with the holeshot in the second round while Ponce De Leon was buried in the pack. Ponce De Leon nearly caught Reed before going down toward the end of the race, handing Reed his second class victory of the night. Ponce De Leon recovered for second over Mike Moye.

Results

P/W BEG: 1. Brandon Blyth (KTM); 2. Blake Wein (KTM); 3. Keith Robinson (KTM).

P/W YAM: 1. A.J. Horton (Yam); 2. Charlie Lonien (Yam); 3. Ben Ellett (Yam).

S/STK (4-6): 1. Tommy Aquino (KTM); 2. Brandon Blyth (KTM); 3. Brandon Doll (Act).

S/STK (7-9): 1. Preston Lundin (KTM); 2. Chris Bell (Lem).

60 BEG: 1. Garrett Lilly (KTM); 2. Cody Shearer (Hon); 3. Tony Notaro (Kaw).

60 (4-8): 1. Tanner Langham (Kaw); 2. Preston Lundin (Kaw); 3. Shawn Butler (Kaw).

60 (9-11): 1. Shane Patao (Kaw); 2. Douglas Carter (Kaw); 3. Brandon Zeek (Kaw); 4. Timmy Ritzler (Kaw).

80 BEG: 1. Brett Crevier (Kaw); 2. Ryan Grigsby (Kaw); 3. Bonnie Kelly (Yam); 4. Ricky Phy (Hon); 5. Brandon McGinnis (Yam).

80 (7-11): 1. Dave Carter (Kaw); 2. Brett Mountain (Yam); 3. Garrett Norr (Suz).

80 (12-13): 1. Daryl Ecklund (Yam); 2. Chris Norr (Suz); 3. Garrett Warren (Kaw); 4. Kevin Williams (Yam); 5. Mike Epstein (Hon).

80 (14-16): 1. Ryan Riess (Yam); 2. Robert Clark (Yam).

S/MINI: 1. Sean Collier (Kaw); 2. Daryl Ecklund (Yam); 3. Jamie Klein (Hon).

125 BEG: 1. Charles Dana (Kaw); 2. Ryan Robertson (Suz); 3. Ryan Evans (Yam); 4. Eddie Fish (Kaw); 5. Donnie Weber (Kaw).

125 NOV: 1. Kurt Caselli (Kaw); 2. Eddie Laret (Kaw); 3. Eric Willis (Suz); 4. Jimmy Eberle (Yam); 5. Chaz Smith (Yam).

125 INT: 1. Ito Posca (Yam); 2. Jeff Eide (Hon); 3. George LaMonte (Hon); 4. Scott Priputen (Yam); 5. Brent Gilliam (Hon).

125 PRO: 1. Michael Young (Yam); 2. Levi Reid (Yam).

250 BEG: 1. Justin Eide (Hon); 2. Chris Epper (Yam); 3. Tim Meissner (Hon); 4. Neal Chisholm (Hon).

250 NOV: 1. Chris Reed (Kaw); 2. Tomas Ponce De Leon (Yam); 3. Mike Moye (Kaw); 4. Dylan Baca (Kaw).

250 INT: 1. Nick Mairose (Suz); 2. Brian Shaleen (Yam); 3. Michael Collier (Kaw); 4. Chris Thompson (Suz); 5. Dusty Nabor (Yam).

250 PRO: 1. Bill Sauro (Hon); 2. Andrew Ellis (Yam).

500 NOV: 1. Norm Schiel (Hon).

JR VET BEG: 1. Kirt Cothran (Hon).

JR VET NOV: 1. Chris Reed (Kaw); 2. Chris Walent (Yam); 3. Gabi Abayou (Hon); 4. John Murray (Yam).

JR VET INT: 1. Chris Ray (Yam); 2. Justin Peltier (Yam); 3. Chuck Kober (Suz).

JR VET EX: 1. Bill Sauro (Hon).

VET BEG: 1. John Adams (Suz).

VET NOV: 1. Darren Staffer (Hon); 2. Joe Casagrandè (Yam); 3. John Jackson (Kaw); 4. David Williams (Hon); 5. Ray Ritzler (Kaw).

VET INT: 1. Bruce Tebo (Hon); 2. Mike Licitra (Hon); 3. Randy Wilkins (Suz); 4. Chris Ray (Yam); 5. Darrell Sanders (Yam).

VET EX-PRO: 1. Jon Zahrt (Kaw); 2. Bryan Nelson (Yam); 3. Kenny Zahrt (Yam).

SR BEG-NOV: 1. Bob Dunham (Yam); 2. Mark Hesse (Yam); 3. Layman Gattis (Yam); 4. Michael Burnett (Suz).

SR INT-EX: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon); 3. Gary Willison (Kaw).

O/T NOV: 1. Frank Derby (Hon); 2. John Webb (Hon); 3. Bill Lyons (Kaw); 4. Bruce Hoover (Kaw); 5. Asker Larnkjaer (Suz).

O/T AM: 1. Don Meiner (Hon); 2. Richard Bealer (Yam); 3. Dennis Tooman (Kaw); 4. Jeff Hawthorne (Suz).

O/T EX: 1. Kirk Freeman (Yam); 2. Bob Dunham (Yam); 3. Layman Gattis (Yam); 4. Larry Hipp (Yam); 5. Herbert Allen (Kaw).

O/T MSTR B: 1. Fred Willis (Kaw); 2. Mark Neal (KTM); 3. Glenn Perry (Kaw); 4. Mike Chesbro (Hon); 5. Norm Schiel (Hon).

Women shine at Carlsbad MX season opener

By Steve Panza

CARLSBAD, CA, AUG. 15

Four women racers took advantage of Carlsbad Motocross Racing's Summer Season opener special with no fee.

Tiffany Holtman won the 80cc Beginner class, while Maryann Hobbs took first place in the Women's class. Holtman finished second in the Women's races.

It was a tight race in the 125cc Novice class. Brandon Hamlett quickly maneuvered his Honda to the front of the pack in the first moto, leading all the way. Fighting close behind for second were Glen Rhodes and Billy Arnone. Hamlett was able to keep his lead throughout the race. The tables turned on Hamlett in the second moto. Hamlett was able to lead for the first two laps, with Arnone and Rhodes again chasing his tail. Rhodes was able to squeak by Hamlett on the third lap, with the lead changing back and forth several times. By the eighth lap, Rhodes had clearly kept his lead, beating Hamlett to the checkered flag. Although it was a tight race, Hamlett picked up the overall win, with Rhodes second and Arnone with a hard-fought third-place finish.

Dave Jenkins, racing in the 250cc Novice class, stopped some hearts while climbing Carlsbad Motocross' steep incline. Jenkins caught some air and went sideways over the second jump, which caused him to dump his bike and go facefirst onto the track. Although he was slow in getting up, Jenkins finally maneuvered his bike to the finish.

In the second moto, Jenkins was able to keep upright and, amazingly, he finished first, earning third place overall - not too bad for someone who couldn't remember the course outline before the second moto.

Results

80 BEG: 1. Tiffany Holtman (Kaw); 2. Shea Smith (Hon); 3. Maryann Hobbs (Kaw); 4. Brandon Freistat (Kaw).

80 NOV: 1. Jason Jeffrey (Yam); 2. Jeff Vaughn (Yam); 3. Kenny Vessels (Hon).

(Above) At Los Angeles County Raceway, 125cc Beginner winner Charles Dana flies into first place.
(Right) On her second jump uphill, Tiffany Holtman leaps into first place in 80cc Beginner action at the Carlsbad Motocross Raceway.

125 BEG: 1. Matt Frank (Kaw); 2. Chris Cartier (Suz); 3. Fakhry Faycal (Suz); 4. Austin Humphreys (Yam); 5. Eric Andersen (Hon).

125 NOV: 1. Brandon Hamlett (Hon); 2. Glen Rhodes (Suz); 3. Billy Arnone (Yam); 4. Kenny Stevers (Yam); 5. Kirk Chandler.

125 PRO: 1. Colvin Eperly (Yam); 2. Mark Brooks (Suz).

250 BEG: 1. Eric Kersten (Hon); 2. Sean Pehk (Hon); 3. Greg Morgan (Yam); 4. John McCue (Suz); 5. Erik Berkley (Yam).

250 INT: 1. Bob Zingg Jr.; 2. Jonathan Knight (Yam); 3. Glenn T. Cunningham (Hon); 4. D.P. Clement (TM).

250 NOV: 1. Zach Canizales (Suz); 2. Scott Ketcham (Hon); 3. Dave Jenkins (Suz); 4. Tyke Blanchard (Yam); 5. Mike Brownfield (Hon).

OPEN NOV: 1. Todd Freistat; 2. Eric Christiansen (Yam); 3. Dane Andersen (Yam); 4. John Taylor (Yam); 5. Dale Andersen.

WMN: 1. Maryann Hobbs (Kaw); 2. Tiffany Holtman (Kaw); 3. Sharon Humphreys (Suz); 4. Andrea Elam (Yam).

VET 30 BEG: 1. Jim Haynes (Hon); 2. Brian Hobbs; 3. C. Colletti (Kaw); 4. Chuck Jones (Hon); 5. Bill Justice (Yam).

VET 30 NOV: 1. Jeff Gray (Kaw); 2. Bruce Fovinash (Hon).

VET 30 INT: 1. James De Ridder (Yam); 2. Tim Theodore (Hon); 3. Rodney Morrison (Hon); 4. Alan MacDonald (Hon); 5. Grag Maiesk (Kaw).

VET 40 NOV: 1. Mike Fry (Yarn); 2. Rick Benning (Suz); 3. Brian Hobbes; 4. Steve Holtman (Hon); 5. Jack Goodhue (Hus).

VET 40 INT: 1. Keith Severs (Yam); 2. Ed Wolleson (Yam); 3. Andre Stowe (Suz); 4. Jack Roten (Yam); 5. Brad Catcoot (Kaw).

VET 40 EX: 1. Daniel Davelos (Suz); 2. Craig Infeld (Hon); 3. Patrick Flynn (Kaw); 4. Tom Engelhardt (Yam); 5. Gary Deforest (Hon).

VET 40 MSTR: 1. Rich Boiteau; 2. Paul Vogelsang (Yam); 3. Mark Crosby (Kaw); 4. Steve Bartley (Kaw).

VET 50 INT: 1. Chuck Rouse (Kaw); 2. Bruce Cornell (Yam); 3. Clive Cheffins (Kaw).

VET 50 NOV: 1. Ed Rodzack (Yam); 2. Phil Blackburn (KTM).

VET 50 MSTR: 1. Dave Jacobus (Hon).

Hook hammers Honda Hills Motocross

By Mark Bliss

LINNVILLE, OH, AUG. 14

In racing action at round nine of the Honda Hills/Cycra/Pro Action/Tireman Offroad/ Miracle Customs/Lancaster Sport Cycles Friday Night Series, Suzuki speedster Rod Hook stormed off to double moto wins in the Over 30 class. In what has become his routine over the past four races of the series, Hook grabbed the holeshot and never looked back. Richard Robinson played second fiddle to Hook in both motos as the Honda pilot garnered second overall. Rounding out the top five were Yamaha's Mark Matheis, series points leader John Ritterbeck and YZ400-mounted Dave Stoneburner.

Stoneburner once again took wins in the Woods and Four-Stroke classes. Stoneburner went 1-1 in the Four-Stroke class for the overall. In the Woods class, fellow YZ400 rider Mike Jenkins gave Stoneburner all he could handle in the first moto, leading Stoneburner through the checkers. Stoneburner won the "war," however, by taking the win in the second moto. In the overall tally, Honda's Corey Treadway grabbed second by virtue of his 3-2 finishes while Jenkins ended up third with his 1-4 tally. Treadway was also runner-up in the 250cc C class, splitting the Kawasakis of Barry Taylor and Rob Minton in close racing action. Suzuki-mounted Brandon Shull took moto wins and the overall victory in the 16-24 and 250cc B classes; Tyler Bowers performed the same feat on his KX60 in the 65cc and Mini Junior classes.

There was a virtual war raging in the Schoolboy class between RM-mounted Joshua Hamilton and YZ pilot Travis Hartshorn. In the first moto, Hamilton grabbed the holeshot and hoped to put some distance between himself and the rest of the pack. Hartshorn had different plans, however. The YZ rider stalked Hamilton's Suzuki for the entire moto, often trying to find a line to take the lead. Hamilton was able to match Hartshorn's every move until the final corner before the checkers. In the last corner, Hartshorn used an aggressive move to the inside, passing Hamilton and putting him down in the process. Hamilton was able to get up and take second in the moto, thus setting the stage for a showdown in the second moto.

The second moto began the same as the first, with Hamilton in the lead, directly ahead of Hartshorn. The two 125s were never more than a bike length apart, with Hamilton always in control of the lead. Unfortunately, Hamilton mistook the white flag for the checkered one and handed the hard-fought lead and moto/overall victories to Hartshorn.

Results

P/W: 1. Ryan Kerr (Yam); 2. Dakota Jones (Yam); 3. Addison Stalling (Yam); 4. A.J. Ritterbeck (Yam); 5. Tony Worstell (Yam).

50 (4-6): 1. Nathan Heskett (Cob); 2. Ryan Kerr (Cob); 3. Jeb Conkey (Lem).

50 (7-8): 1. Kristopher Nelson (Cob); 2. Zach Wheeland (Cob); 3. Brent Naylor (Cob); 4. Jared Lacey (KTM).

65: 1. Tyler Bowers (Kaw); 2. Michael Willard (KTM); 3. Haven Holdcroft (Kaw); 4. Brandon Borgen (Kaw); 5. Kristopher Nelson (Kaw).

MINI JR: 1. Tyler Bowers (Kaw); 2. Jeffrey Boelle (Suz); 3. Christopher Chapman (Hon); 4. Kyle Chaney (Yam); 5. Haven Holdcroft (Kaw).

MINI SR.: 1. Chris Leadbetter (Hon); 2. Ross Adams (Yam); 3. Jeremy Karshner (Hon); 4. Craig Garrett (Hon); 5. Kaleb Couch (Yam).

125 A: 1. Tommy Collier (Suz); 2. Chris Berry (Suz); 3. Troy Swartz (Kaw); 4. John Sims (Yam); 5. Mark Burkhart (Hon).

125 B: 1. Tom Moore (Suz); 2. Joshua Hamilton (Suz); 3. Jake Mathews (Hon); 4. Rob Bingman (Suz); 5. Tommy Layman (Yam).

125 C: 1. Rob Minton (Kaw); 2. Andy Saxton (Hon); 3. Brad Ward (Suz); 4. Dustin Burgett (Kaw); 5. Brian Biddle (Yam).

250 A: 1. Tommy Collier (Suz); 2. Chris Berry (Suz); 3. Troy Swartz (Kaw); 4. Chris Kuhn (Kaw); 5. Mark Burkhart (Hon).

250 B: 1. Brandon Shull (Suz); 2. Rob Miracle (Yam); 3. Tommy Laymon (Hon); 4. Kris Ross (Hon); 5. Ken Thomas (Hon).

250 C: 1. Barry Taylor (Kaw); 2. Corey Treadway (Hon); 3. Rob Minton (Kaw); 4. Buck Wills (Kaw); 5. Ben Boice (Suz).

SCHBY: 1. Travis Hartshorn (Yam); 2. Joshua Hamilton (Suz); 3. Nathan Wills (Suz); 4. Dustin Burgett (Kaw); 5. Jacob Morningstar (Yam).

16-24: 1. Brandon Shull (Suz); 2. Tommy Layman (Hon); 3. Barry Taylor (Kaw); 4. Larry Walker (Yam); 5. Bryant Torres (Kaw).

25+: 1. Kris Ross (Hon); 2. Richard Robinson (Hon); 3. Rob Miracle (Yam); 4. Tom Moore (Suz); 5. Rob Bingman (Suz).

30+: 1. Rodney Hook (Suz); 2. Richard Robinson (Hon); 3. Mark Matheis (Yam); 4. John Ritterbeck (Yam); 5. Dave Stoneburner (Yam).

40+: 1. Mark Matheis (Yam); 2. Joe Collins (KTM); 3. Kevin Haydocy (Yam); 4. Jim Williamson (Hon); 5. Dale Whyde (Kaw).

OPEN: 1. Mike Jenkins (Yam); 2. Trent Lacey (Hon).

WDS: 1. Dave Stoneburner (Yam); 2. Corey Treadway (Hon); 3. Mike Jenkins (Yam); 4. Kevin Haydocy (Yam); 5. Dustin Haten (Kaw).

2-STRK B: 1. Allen Dysart (Suz); 2. Eren Darnes (Hon); 3. Brent McKee (Hon); 4. Jeremy Osborne (Hon); 5. Aaron Bills (Hon).

4-STRK: 1. Dave Stoneburner (Yam).

4-STRK B: 1. Aaron Bills (Hon); 2. Shane Hyme (Hon); 3. Lenny Mays (Hon).

(Above) C.J. Mahon (1) and Josh Bagge (32) go head to head in a battle for second in the 80cc Beginner class in Castaic, California.
(Left) Dubach bested multi-time National Champion Jeremy McGrath by posting 2-1 moto scores in San Bernardino, California.

Dubach dazzles at REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, AUG. 22
When "Doctor" Doug Dubach showed up at Racing Enterprises Motosports' weekly Glen Helen motocross, he probably didn't plan on having to cure a "Mac attack." But that was exactly what Dubach had to do when the AMA's best motocross rider, Jeremy McGrath, turned out to do battle with him in the Combined Pro contest. Dubach bested the multi-time National Champion by posting 2-1 moto scores as McGrath suffered a flat tire late in the second moto.

At the start of moto one, Dubach shot his potent White Brothers YZ400F out front as he led the calvary charge through the first turn. Behind Dubach was Kawasaki rider Billy Frank in second, while National competitor Ty Kady held down third. In the fourth slot was Honda-mounted Mike Ulrich, and Motocross Action's Willy Musgrave positioned his YZ125 test bike in fifth. McGrath, in his first race back since having surgery on his broken wrist, came through the scoring section on lap one in sixth. When the pack came out of the back section of the course to complete lap one, Dubach was out front, having put about two seconds on Frank in second. Kady still held third, while McGrath came around in fourth, having displaced both Musgrave and Ulrich on the first lap. Over the next couple of laps, Dubach was steady in the lead, maintaining his two-second advantage over Frank. McGrath went around Kady in the back section on lap three and put his Chaparral YZ250 into third. On the next lap, McGrath continued his march to the front as he dispatched Frank and took over second place. McGrath inched closer and closer to Dubach over the next few laps, and just after the two riders received the halfway signal, he put the pass on the Vet World Champion in the Canyon section and went into the lead. Meanwhile, Kady had gone around Frank to put himself into the third spot. McGrath opened up a one-second lead on Dubach and held that advantage until the duo received the white flag. This is when Dubach turned up the fire on his thumper and closed to within a bike length of McGrath. As the two riders negotiated the last circuit, Dubach made several pass attempts on McGrath, but none of them would stick. Dubach's last try for the lead came up short three turns before the finish, when he overshot the corner and nearly broadsided a giant truck tire used as a track marker. At the checkers, McGrath came in the winner of moto one. Dubach was a close second, while Kady finished up in third.

The start of moto two was "déjà vu all over again" as Dubach grabbed another holeshot. Kady put his Suzuki into the second slot, while Musgrave settled into third. The fourth-place position was occupied by Ulrich. McGrath had gated no better this time around. When the riders completed the first lap, McGrath was in fifth. Dubach set a lightning-fast pace out front and opened up a three-second margin on Kady in second. McGrath, meanwhile, was wasting no time and, on the third lap, he moved up three positions by passing Ulrich, Musgrave and Kady to take over second. Dubach managed to keep the current Supercross Champion behind him for two laps, but McGrath finally found a way around him and took over the lead just before the halfway mark. McGrath, who looked fit and fast after his injury-induced layoff, proceeded to open up a three-second lead on Dubach over the next few laps. Once again, Dubach started hanging it out late in the moto, and by the time the riders received the two-lap signal, he had closed to within two bike lengths of McGrath. The race appeared to be setting up for an exciting finish, but that was not to be: McGrath suddenly fell off the pace and began to slow down dramatically—the victim of a flat rear tire. Dubach completed a lonely last lap to take the moto win. McGrath limped in for second, and Kady again rode in for third. With his second-moto win earning him the overall victory on the day, Dubach took home the lion's share of the purse. McGrath finished up in second with his 1-2 scores, while Kady rounded out the top three by posting a 3-3 tally.

Results

80 JR: 1. Rebecca Kukla (Kaw).
125 JR: 1. Bernhard Leitner (Yam); 2. Gus Stone (Kaw); 3. Mike Crawford (Hon); 4. Mitch Litzby (Suz); 5. Danny Farmer (Suz).
250 JR: 1. Mark Oldroud (Hon); 2. Kevin Jennings (Suz); 3. Tom Mellor (Kaw); 4. Tom Fitzgerald (Kaw); 5. John Morales (Yam).
250 INT: 1. Tim Olson (Hon); 2. Kevin Coleman (Yam); 3. Don Rice (Hon); 4. Kris Weber (Suz); 5. Steve Daniels (Suz).
PRO: 1. Doug Dubach (Yam); 2. Jeremy McGrath (Yam); 3. Ty Kady (Suz); 4. Willy Musgrave (Yam); 5. Billy Frank (Kaw).
VET BEG: 1. Steve Mangione (Suz); 2. Chris Flerrin (Suz); 3. Kevin Gotto (Suz); 4. Lance Burwood (Hon); 5. Bill Nordstrum (Kaw).
VET NOV: 1. Stephen Watson (Hon); 2. Rocky Hash (Hon); 3. Milton Mize (Hon); 4. C.T. Falk (Yam); 5. Jerry Jackson (Kaw).
VET INT: 1. Ron Lawson (Hon); 2. Jeff Kaplan (Kaw); 3. Bob Johnson (Kaw); 4. Ken Mallow (Kaw); 5. Bill Keffe (Yam).
40+ NOV: 1. Steve Roark (Yam); 2. John Caper (Hon); 3. Vincent Gonzales (Yam); 4. Ruben Alvarado (Suz); 5. Mike Cassell (Kaw).
40+ INT: 1. Mark Hall (Yam); 2. Mike Rigdon (Hon); 3. Greg Whitfield (Hon); 4. Curt Jablonski (Hon); 5. Bob Sullivan (Yam).
40+ EX: 1. Ted Kukla (Yam); 2. Dennis Boulware (Yam); 3. Dan Stoner (KTM); 4. Tom Mellor (Yam); 5. Pete Vetrano (TM).
40+ MSTR: 1. Rich Eirstadt (Yam); 2. Tracy Hrach (Yam); 3. Craig Adams (TM); 4. Mark Crosby (Kaw); 5. George Kohler (Hon).
50+ MSTR: 1. Ray Pisarski (Hon); 2. Horst Leitner (Yam); 3. Bengt Johansson (Yam); 4. Jody Weisel (Hon); 5. Chuck Minert (Yam).
O/T MSTR B: 1. Jack Rolen (Hon); 2. Tommy Pearl (Hon); 3. Frank Thompson (KTM).
O/T EX: 1. Jim McConnell (Yam); 2. George Spearing (Hon); 3. Rob Ruder (Kaw).

Debinardi invades Castaic MX

By Tony Alessi

CASTAIC, CA, AUG. 14
European motocross racer Norbito Debinardi posted a double moto victory in the 125cc Intermediate class during Friday night motocross at Castaic Lake.

Before the start of the first 125cc Intermediate moto, the pits were buzzing about the news of the newly crowned AMA Loretta Lynn's Minicycle Champion, Jonathan Shimp, who was making his 125cc Intermediate debut tonight. When the gate dropped, young Shimp did not disappoint: He pulled the holeshot aboard his Pro Circuit-backed Yamaha. But, as he is still a little new to the bump-and-run style of the big-bike class, he quickly found out about it the hard way when he failed to shut the door on Debinardi in a hard-banked berm.

"He stuffed me hard," Shimp said. "I guess this stuffing game is something new to me."

In the end, Shimp ran in front of, beside and close behind the European motocrosser all night long. Debinardi had the lead by the end of both motos for the overall win in front of Shimp, who was a close second in both motos.

Jeremy Santoro rode strong in both motos but could not match the pace of the leaders and wound up settling for third, in front of Mike Meadows, Charles Love and Brian Terry.

The mini scene was busy as usual, and tonight's 60cc class was extra-full of races.

Former Pro Russ Wageman has been working closely with young Kevin Wageman, and it is obviously paying off, as Kevin stole the spotlight with a double moto sweep of the 60cc Beginner class on his Pit Pro-sponsored KX. Wageman topped hard-charging "Zach Attack" Brown, Cole Pugmire, Jon Stains and Michael Covelli.

Wageman also posted a top-10 finish in the 80cc Beginner class, finishing behind "Mr. Consistent," Steven Hoyle, who used a 3-2 finish for the overall win. C.J. Mahon took second.

In the Pee Wee ranks, Taylor Hemme and Hayden Commans battled back and forth all night in the Stock 7-9 age division. When all was said and done, Commans won the first moto, but Hemme returned to win the all-important second moto and the overall victory. Little Cody Farrar, who seems to be the next "little guy" to stand out in the Pee Wee 4-6 age group, ran away and hid from the field in both motos. Farrar had a memorable evening after he celebrated his victory: He iced the cake (for real) by celebrating his sixth birthday.

Results

50 (4-6) STK: 1. Cody Farrar (KTM); 2. Evan Gambella (KTM); 3. Chris Plouffe (KTM); 4. Robert Redden (Yam); 5. Patrick Strelff (KTM).
50 (7-9) STK: 1. Tylor Hemme (KTM); 2. Hayden Commans (KTM); 3. Ethan Flores (KTM); 4. Chris Pulliam (KTM); 5. Dustin Pulliam (KTM).
50 (7-9): 1. Bryce Terzian (KTM); 2. Tylor Hemme (KTM); 3. Hayden Commans (KTM); 4. Dustin Pulliam (KTM); 5. Chris Pulliam (KTM).
60 BEG: 1. Kevin Wageman (Kaw); 2. Zachary Brown (Kaw); 3. Cole Pugmire (Kaw); 4. Jon Stains (Kaw); 5. Michael Covelli (Kaw).
60 (4-6): 1. Trent Pugmire (Kaw); 2. Bryce Terzian (KTM); 3. Tanner Langham (Kaw).
80 BEG: 1. Steve Hoyle (Yam); 2. C.J. Mahon (Yam); 3. Ryan Salinas (Hon); 4. Josh Bagge (Hon); 5. Jimmy Soliz (Yam).
80 (7-11): 1. Pablo Quintilla (Kaw); 2. Jeff Alessi (Kaw); 3. Kyle Foltz (Kaw); 4. Brett Mountain (Yam).
80 NOV (12-16): 1. Matt Gomez (Kaw); 2. Richard Eubanks (Yam); 3. Brett Rothas (Kaw); 4. Adam Taki (Kaw); 5. Kendell Novmier (Hon).
80 EX: 1. Brian Hulsey (Yam); 2. J.R. Terry (Yam).
S/MINI: 1. J.R. Terry (Yam); 2. Matt Gomez (Kaw); 3. Brett Rothas (Kaw); 4. Richard Eubanks (Yam); 5. Brett Mountain (Yam).
125 BEG: 1. David McCarthy (Suz); 2. Grant Moore (Yam); 3. Justin Dubberke (Yam); 4. Ryan McConnell (Hon); 5. Joe Schroeder (Hon).
125 NOV: 1. Tim Weigaud (Yam); 2. Lucisuo Quieuloiertto (Yam); 3. J.J. Bonanno (Yam); 4. Donnie Durner (Yam); 5. Chris Clark (Kaw).
125 INT: 1. Norbito Debinardi (Kaw); 2. Jonathan Shimp (Yam); 3. Jeremy Santoro (Kaw); 4. Michael Meadows (Yam); 5. Charles Love (Hon).
125 PRO: 1. Michael Young (Yam); 2. Andreu Labrador (Yam).
250 BEG: 1. Darrin Hobbick (Kaw); 2. Mike Dion (Hon); 3. Angel Rodriguez (Hon); 4. Will Hall (Kaw); 5. Kip Contreras (Hon).
250 NOV: 1. Josh Mason (Kaw); 2. J.J. Bonanno (Yam); 3. Mike Embry (Yam); 4. Damon Podolny (Yam); 5. T.J. Berario (Yam).
250 INT: 1. Jeremy Santoro (Kaw); 2. Michael Meadows (Yam); 3. Danny Palhrio (Suz); 4. Mike Miller (Hon); 5. Brad Terry (Yam).
JR VET BEG: 1. David McCarthy (Suz); 2. Steve Dier (Yam); 3. Eric Barnitz (Hon); 4. Angel Rodriguez (Hon).
JR VET NOV: 1. Ted McToldinge (Kaw); 2. Damon Podolny (Yam).
VET BEG: 1. George Salazar (Kaw); 2. Mark Babcock (Hon); 3. Elmer Sillies (Yam); 4. Glenn Anduini (Yam); 5. Steve Mangione (Suz).
VET NOV: 1. Kip Contreras (Hon); 2. David Aloisio (Suz).
VET INT: 1. Eric Hamelster (Yam); 2. Ed Guajardo (Suz); 3. Brad Thorn (Yam); 4. Randy Tweady (Hon).
SR VET BEG: 1. Mark Martin (Kaw).
SR VET INT: 1. George Jimenez (Kaw).
SR VET NOV: 1. Ralph Rolling (Kaw).
SR VET EX-PRO: 1. Mark Gambetta (Yam).

Prieto sets new record at Moroso GP

By Lisa Theobald

WEST PALM BEACH, FL, JULY 26
Shane Prieto won his 10th consecutive Shootout race at Moroso and set a new record. A lot of big guns entered the race, but none of them could knock down the reigning king, whose recent win beats the record formerly held by Donald Jacks. After the race, Prieto was honored by Dick Moroso himself, who made a special appearance during trophy presentations to personally congratulate the racer who had been dubbed "Mr. Moroso" by his fellow racers.

During the Shootout, also known as the Expert Unlimited Grand Prix, Mike Luke held Prieto back for the first two laps of the race. The rest of the pack was evenly spaced behind the leaders for the first lap, but the battle for third place was fierce, with constant position swapping as the racers diced it out. Back behind the two leaders, Brett Ray swung past Manny Manusuthakis to claim third place. By the start of the third lap, Prieto had gained some lead down the back straight and passed Luke on the inside of turn five. Ray continued to hold third, but he was challenged by Rick Narup.

Prieto and Luke raced pretty close down the back straight, but by lap four their position-swapping battle had ended. The real action was taking place just behind them, and Narup moved up to claim third place. Prieto began to put some distance between himself and Luke, and with only two laps to go, Narup continued to hold third, but he was being challenged by Doug Gross, who was systematically moving up through the pack. The white flag came out and Gross claimed victory in the battle for third place. Prieto headed down the back stretch again for the final lap with a five-second lead over Luke. And as he made his way through the final turn of this record-breaking race, Prieto walked away with it.

Prieto took home first-place trophies for two of the three events he entered: Expert Unlimited Grand Prix and GT1. He finished second to Luke's win in the Expert Unlimited Superbike event. Luke entered a total of eight races that day and took home first-place trophies for six of those events: Expert Unlimited Superbike, Unlimited Sport Bike, Middleweight Sport Bike, Heavyweight Sport Bike, Middleweight Superbike, and Middleweight Grand Prix. Ironically, Luke finished second to Prieto in the other two events, GT1 and Unlimited Grand Prix.

In the GT1 contest, Luke held first place for the first four laps. Behind him, Prieto had worked his way up from fifth to third place during the first lap and had moved to second place by the start of the second lap. Prieto passed Luke on the inside of turn five in lap four, only to be passed by Luke in the next lap. By the time the halfway mark was reached, the two leaders had walked away from everybody else. The battle between Luke and Prieto was far from over; Prieto reclaimed the lead and gained an advantage by stuffing Luke behind a lapped rider as they encountered traffic in turn five. Prieto held the lead for the rest of the race, but couldn't shake Luke from his tail.

The two were ready for battle again in the Expert Unlimited Superbike Event. Luke took the lead at the start, with Prieto close behind in second. The two swapped positions two times during the first lap, but Luke held tight to his lead as they raced down the front straight and into the second lap. That was enough position swapping for him. Luke remained in first place for the rest of the race and had started to place some distance between himself and Prieto before the checkered flag flew.

Shane Prieto is sponsored by Custom Glass, Blais Cycles, EFX Graphics, Sharkskinz, EBC, Pro-Tek, Silkolene, GMD Computrack, and Vietri Photography, and Mike Luke is sponsored by Cycles of Palm Beach, Dave Buchman Prepared, Graves Motorsports, Kauff's Signs, and Sweet-T-Pit Crew.

Results

EX GT1: 1. Shane Prieto (Kaw); 2. William Michael Luke (Yam); 3. Rick Narup (Kaw); 4. Emanuel Manusuthakis (Kaw); 5. Brett Ray (Suz).
AM GT1: 1. John Bowman (Kaw); 2. William James Barbour (Suz); 3. Irene Berkson (Yam); 4. John McElreath (Suz); 5. Edward Alvarado (Hon).
EX GT2: 1.Colin Gilbert (Yam); 2. John Pugliese (Suz); 3. Daniel Urbina (Kaw); 4. Geoffrey Maloney (Hon); 5. Emanuel Manusuthakis (Kaw).
AM GT2: 1. John Bowman (Hon); 2. Keith Galias (Suz); 3. Richard Rusher (Suz); 4. Angel Perdomo (Kaw); 5. Jeffrey Daversa (Hon).
EX GT3: 1. Christopher Boy (Duc); 2. Dominic Aubry (Hon); 3. Steve Wenner (Hon); 4. R. Todd Keesee (Yam).
AM GT3: 1. Chuck Wolfe (Hon); 2. Chris Wallington (Hon); 3. Josef Buxton (Hon); 4. Gregory Lynch (Hon); 5. Roberto Torres II (Hon).
EX U/L S/BK: 1. William Michael Luke (Yam); 2. Shane Prieto (Kaw); 3. David Roy (Duc); 4. John Spitulski (Kaw); 5. Per Hogdahl (Suz).
EX L/W SPTSMN: 1. Christopher Boy (Duc); 2. Chuck Menotte (Yam); 3. David Barrett Jr. (Yam).
AM L/W SPTSMN: 1. Joseph Masellis (Kaw); 2. Arthur Charles Radford (Muz); 3. Rick Goldstein (Hon); 4. Jerome Edward Welch (Kaw); 5. Alan Dewey (Yam).
EX GP SGL: 1. Steve Wenner (Hon); 2. Manuel Zambrang (Hon); 3. Chris Wallington (Hon); 4. Roberto Corzo (Hon).
EX L/W VINT: 1. Sakis Vasilopoulos (Yam); 2. Matt Hinkson (Yam); 3. Richard Herrington (Hon); 4. David Bilodeau (Hon); 5. Charles Dahlstrom (Yam).
EX U/L SPT/BK: 1. William Michael Luke (Yam); 2. Robert Presby (Kaw); 3. Patrick Weekley (Suz); 4. Michael Rouleau (Kaw); 5. Per Hogdahl (Suz).
EX M/W SPT/BK: 1. William Michael Luke (Kaw); 2. Emanuel Manusuthakis (Kaw); 3. Leo Venego (Suz); 4. Daniel Urbina (Kaw); 5. John Pugliese (Suz).

AM M/W SPT/BK: 1. John Bowman (Hon); 2. Franky Neyra (Suz); 3. Richard Rusher (Suz); 4. Raymond Minks (Hon); 5. Angel Perdomo (Kaw).

EX L/W GP: 1. Colin Gilbert (Yam); 2. Hector Franco (Hon); 3. Adam Schmitt (Yam).

L/W GP AM: 1. Jim Dendy (Hon); 2. Manuel Zambrang (Hon); 3. Roberto Torres II (Hon); 4. Roberto Corzo (Hon); 5. Rick Goldstein (Hon).

EX H/W SPT/BK: 1. William Michael Luke (Kaw); 2. Joseph Fletcher (Suz); 3. Robert Presby (Kaw); 4. Patrick Weekley (Suz); 5. Michael Rouleau (Kaw).

AM H/W SPT/BK: 1. Matthew Griffin (Suz); 2. John McElareth (Suz); 3. Irene Berkson (Yam); 4. Ronnie Quijano (Suz); 5. Angel Perdomo (Kaw).

EX S/TW: 1. David Roy (Duc); 2. Douglas Gross (Duc); 3. Richie Morris (Bue); 4. Edward Henriquez (Duc).

AM S/TW: 1. Jim Dendy (Hon); 2. Fahed Esper (Suz); 3. Damon Patton (Bue); 4. Giancarlo Battaglini (Duc); 5. Kimberly Ahlum (Duc).

EX H/W VINT: 1. Matt Hinkson (Yam); 2. Richard Herrington (Hon); 3. Sakis Vasilopoulos (Yam).

EX L/W S/BK: 1. Christopher Boy (Duc); 2. Dominic Aubry (Hon); 3. R. Todd Keesee (Yam); 4. Mike Strickland (Yam).

AM L/W S/BK: 1. Josef Buxton (Hon); 2. Steven Johnston (Hon); 3. Robert Edward Smith (Hon); 4. Kelly Hays (Yam); 5. Billy Riviera (Yam).

EX M/W S/BK: 1. William Michael Luke (Kaw); 2. Joseph Fletcher (Suz); 3. Emanuel Manusuthakis (Kaw); 4. Leo Venega (Suz); 5. Daniel Urbina (Kaw).

AM M/W S/BK: 1. Ken Stafford (Hon); 2. Raymond Minks (Hon); 3. Tucker Frehsee (Hon); 4. Edward Alvarado (Hon); 5. Giancarlo Battaglini (Duc).

EX H/W SPTSMN: 1. Christopher Boy (Duc); 2. George Garvin III (Kaw); 3. Richie Morris (Bue).

AM H/W SPTSMN: 1. Jim Dendy (Hon); 2. Richard Herrington (Duc); 3. Giancarlo Battaglini (Duc); 4. Robert Edward Smith (Hon).

EX L/W SPT/BK: 1. R. Todd Keesee (Yam).

AM L/W SPT/BK: 1. Chuck Wolfe (Hon); 2. Kelly Hays (Yam); 3. Steven Johnston (Hon); 4. Norman England (Hon); 5. Joseph Masellis (Kaw).

EX H/W S/BK: 1. David Roy (Duc); 2. John Ashley Ashmead (Suz); 3. John Spitulski (Kaw); 4. Patrick Weekley (Suz); 5. Douglas Gross (Duc).

AM H/W S/BK: 1. Ken Stafford (Hon); 2. Johnny Minks (Suz); 3. Matthew Griffin (Suz); 4. Irene Berkson (Yam); 5. Ronnie Quijano (Suz).

EX SR SPT/BK: 1. Jack Gray (Suz); 2. Clive Hicock (Suz); 3. James Graham (Hon).

AM SR SPT/BK: 1. Jim Holloway (Suz); 2. Carlos Valente (Kaw); 3. Jeffrey Hoffman (Suz); 4. Joseph Bennardi (Suz).

EX M/W GP: 1. William Michael Luke (Kaw); 2. Emanuel Manusuthakis (Kaw); 3. Joseph Fletcher (Suz); 4. Leo Venega (Suz); 5. John Pugliese (Suz).

AM M/W GP: 1. Franky Neyra (Suz); 2. Angel Perdomo (Kaw); 3. Tucker Frehsee (Hon); 4. Rob Galusha (Hon); 5. Andy Echevarria (Hon).

EX U/L GP: 1. Shane Prieto (Kaw); 2. William Michael Luke (Yam); 3. Douglas Gross (Duc); 4. David Roy (Duc); 5. Rick Narup (Kaw).

Double GFI MX wins to Bullock

By Greg Robertson

PERRIS, CA, AUG. 15

YZ250-mounted Steve Bullock took home a double slice of the winner's pie. He claimed overall wins in the 250cc Beginner and Over 25 Beginner classes at Perris Raceway during the Troy Lee Designs-sponsored round of the GFI at Night Motocross Series.

250cc Beginner first-moto action saw Jerrod Paulson rifle out of the gate with the holeshot and continue on uncontested for the win. Mike Ryer kept Paulson in sight en route to a second-place finish. Bullock charged up from his 10th-place start for a close third, ahead of Henry Honrsveld and Jeff Shuman.

Paulson nailed his second holeshot of the day to lead Bullock and Jeffrey Harper early in round two. Bullock got around Paulson by lap two, with Paulson dropping out of the race a short time later. Ryer gated just inside the top 10 and worked his way up to second place by lap four, but by then Bullock was too far gone to catch. Hornsveld also came from out of the pack for third overall behind the 2-2 score of Ryer.

Paul Kinsetts got the jump on Bullock and the rest of the field when the Over 25 Beginners hit the track in moto one. Bullock stayed close to Kinsetts but couldn't find a way around his fellow Yamaha rider and had to settle for second. Billy Anderson and Jeffrey Paul worked past Rigo LaFontaine to nab third and fourth, respectively.

The second moto was no contest as Bullock took charge right from the drop of the gate and slowly distanced himself from everyone else to earn his second overall win of the evening. A poor start held Kinsetts to a third-place finish behind Anderson, but it was good enough for second overall.

Supermini action saw Billy Laninovich take the first-moto win over Micky Griffin and Anthony Bruscella. While Griffin kept Laninovich honest during the first moto, moto two was a different story, as Laninovich easily walked away with a convincing win. Bruscella was once again third behind Griffin.

After picking up a 125cc and 250cc Intermediate National Championship at Loretta Lynn's recently, Bryan McGavran made his GFI Pro debut a successful one, taking the 125cc Pro-class win over Tim Langdon and Eigo Sato.

Results

50 STK (4-6): 1. Brett Downey (Cob); 2. Justin Jeffers (KTM); 3. Bryce Stewart (KTM).

50 STK (7-8): 1. Johnny Jelderda (KTM); 2. Blake Harber (Cob); 3. Cooper Hall (Cob); 4. Marcus Carrillo (Lem); 5. Dillon Nelson (KTM).

50 OPEN: 1. Bryce Terzian (KTM); 2. Danny Gonzalez (Cob); 3. Casey Huntley (KTM); 4. Cooper Hall (Cob); 5. Parker Eckman (Cob).

60 F/T: 1. Chris Garcia.

60 BEG: 1. Shawn Hayes (KTM); 2. Michael Raines (Kaw); 3. Danny Gonzales (Kaw); 4. Casey Huntley (Kaw); 5. Blake Harber (Kaw).

60 NOV: 1. Chad Gores (Kaw); 2. Justin Mulford (Kaw); 3. Jonathan Arana (Kaw).

80 F/T: 1. Donnie Hoover Jr. (Kaw); 2. Anthony Garcia (Yam); 3. Philip McNulty (Hon).

80 BEG: 1. Scott Buttrell (Yam); 2. Jeremy Roberts (Yam); 3. Sean Borkenhagen (Kaw); 4. Phillip Bruscella (Yam); 5. Weston Peick (Suz).

80 NOV: 1. Chris McDaniel (Hon); 2. Justin Workman (Kaw); 3. Spencer Meineke (Yam); 4. Chase Meineke (Yam); 5. Andrew Petrie (Kaw).

80 INT: 1. Anthony Bruscella (Yam); 2. Micky Griffin (Yam); 3. Zac Wray (Yam); 4. Donnie Gritton (Yam); 5. Erik Meyer (Yam).

S/MINI: 1. Billy Laninovich (Yam); 2. Micky Griffin (Yam); 3. Anthony Bruscella (Yam); 4. Emeka Udeh (Hon); 5. Chris McDaniel (Hon).

125 BEG: 1. Bobby Bloodworth (Hon); 2. Scott Coleman (Yam); 3. Israel Ochoa (Suz); 4. Nick Melanson (Kaw); 5. Jon Silva (Yam).

125 NOV: 1. Richie Owens (Yam); 2. Mike Horvath (Suz); 3. Adam Bisso (Kaw); 4. David Kelley (Kaw); 5. Brett Hoyal (Yam).

125 INT: 1. Chris Sprenkel (Yam); 2. Dustin Ryley (Hon); 3. Mike Camp (Kaw); 4. Chris Barrett (Suz); 5. Brian Smith (Yam).

125 PRO: 1. Bryan McGavran (Yam); 2. Tim Langdon (Kaw); 3. Eigo Sato (Suz); 4. Jeremy Heil (Yam).

250 BEG: 1. Steve Bullock (Yam); 2. Mike Ryer (Suz); 3. Henry Hornsveld (Yam); 4. Jeffrey Harper (Kaw); 5. Jeff Shuman (Kaw).

250 NOV: 1. Kory Ellis (Yam); 2. Brian MacAfee (Hon); 3. Mark Vander (Kaw).

250 INT: 1. Bomber Hernandez (Yam); 2. Branden Milstead (Suz); 3. Randy Clark; 4. Chris Barrett (Suz).

250 PRO: 1. Jeff Tilton (Yam); 2. Oscar Valdez (Suz); 3. Tohru Nakayama (Hon).

Billy Laninovich swept both Supermini motos at Perris Raceway.

500 BEG: 1. Michael Hart (KTM); 2. Jeremiah Johnson (KTM); 3. Kevin Bloodworth (Hon).

25+ BEG: 1. Steve Bullock (Yam); 2. Paul Kinsetts (Yam); 3. Billy Anderson (Yam); 4. Jeffrey Paull (Kaw); 5. Jeff Kuykendall (Suz).

25+ NOV: 1. W. David Troost (Yam); 2. Brian Young; 3. Anthony Young (Kaw).

25+ INT: 1. Chris Turner (Kaw); 2. Randy Danylo (Kaw).

30+ NOV: 1. Gary Thompson (Yam); 2. Anthony Rose (Yam); 3. Scott Pierce (Kaw); 4. Mark Van Dussen (Kaw); 5. David Viniove (Hon).

30+ INT: 1. Randy Danylo (Kaw); 2. Craig McCall (Kaw); 3. Robert Pfetzing (Hon).

35+ NOV: 1. Milton Mize (Hon); 2. Louie Tozsier (Hon).

35+ INT: 1. Robert Pfetzing (Hon); 2. Mike Altenhofel (Hon); 3. Troy Lee (Yam).

35+ EX: 1. David Johnson (Kaw); 2. Jim Hoover (Yam).

40+ NOV: 1. Tim Williams (Kaw); 2. John Kuykendall (Yam).

Graber grabs win at Trail of Tears HS

By Lance Martin

JONESBORO, IL, AUG. 9

Chris Graber overcame a crash at the start to top the 58-rider field at Little Egypt Off-Road Motorcycle Club's third Hare Scrambles event at the

FAST COMPANY.

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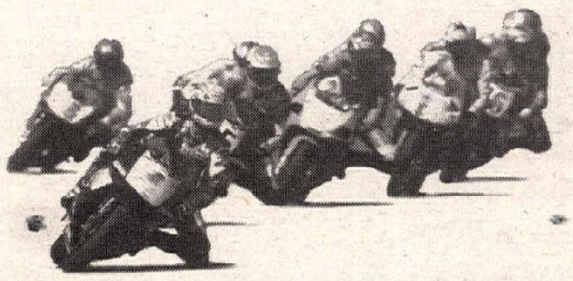

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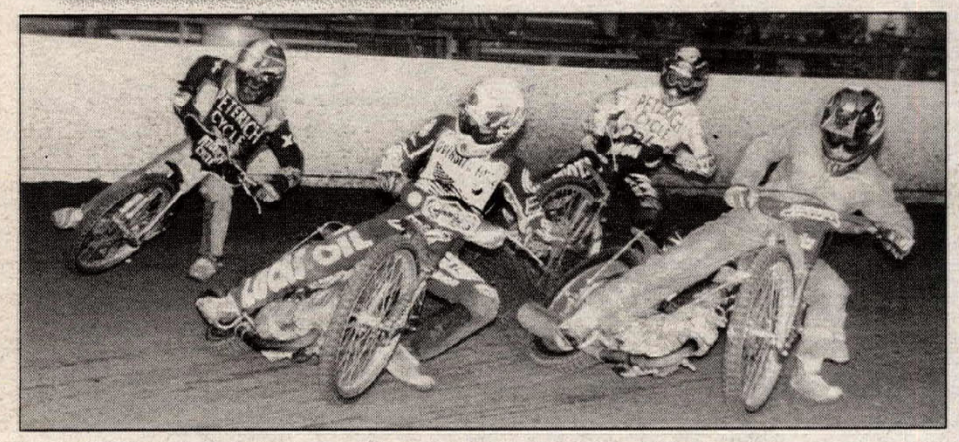


(Left) Charlie Venegas leads Billy Janniro on the right, Tommy Hedden on the left and Bart Bast in the rear in the 25-lap Handicap main in Auburn, California. (Right) Jason Northrup took four class wins and the overall fast time at the King City Dirt Riders Hillclimb in Mount Vernon, Illinois.

Trail of Tears Lodge and Sports Resort. The club arrowed a 5.1-mile course that was extremely difficult due to rain the previous three days.

The first row combined the 250cc A and 250cc B classes with the Vet class. Vet rider Dallas Mayer shot into the lead, with Graber right on his fender. Graber then went down.

"I crashed on the start and bent my rear brake to where I could not use it fully," said Graber.

Mayer maintained his lead after lap one, but Graber was on the move.

"I rode like crazy because I didn't know what place I was in till a checker told me I was in first," said Graber. "After that, I slowed a little and enjoyed the ride."

Tennessee's P.A. Allen must have been riding crazy, also, as he was within four minutes of Graber to take second in class and second overall in the two-hour race. Mayer took the win in the Vet class with five minutes to spare over John Banes.

Tim Baker fell on the downhill right after the start and had the misfortune of being run over by another rider.

"I lost my glasses in the weeds and was still looking for them as the last wave of riders passed," said Baker.

Baker located his glasses and re-entered the race in last place. Baker passed 53 riders en route to taking first 250cc B and fifth overall.

Ron Dilback overcame a poor start to take the 201cc C-class win.

"I tried to maintain a smooth and consistent pace because of the heat and the wet conditions," Dilback said. "Late in the race, I got held up on a hill and lost the lead. I gritted my teeth and went for it. Two laps from the end, I took the lead and never looked back."

Mike Pelzer and Andrew Shoemaker were within five seconds of one another for the first half of the Youth race held earlier in the day. Pelzer was able to pull a slight lead and take the win. Shoemaker followed, with James Baker putting in a good ride to take third.

Results

O/A: 1. Chris Graber (Yam); 2. P.A. Allen (Suz); 3. Dallas Mayer (Yam); 4. John Banes (Kaw); 5. Tim Baker (KTM).

BEG: 1. John Justice (Hon); 2. Larry Thomason (Hon); 3. Brad Honey (Hon); 4. Jimmy Dale Parker (Kaw); 5. Billy Ellis (Hon).

50-65: 1. Billy Klump (Hon).

70-80: 1. Mike Pelzer (Yam); 2. Andrew Shoemaker (Hon); 3. James Baker (Kaw); 4. Jay Cochran (Yam).

200 B: 1. Dustin Gibson (Yam); 2. David Sanders (Kaw); 3. Louis Gibson (Yam).

0-200 C: 1. Mark Masterson (Kaw).

201+ C: 1. Ron Dilback (Hon); 2. Todd Rowland (Kaw); 3. Doug Hunerkoch (Hon); 4. John Banes Jr. (Kaw); 5. Jeff Williams (Hon).

250 OPEN A: 1. Chris Graber (Yam); 2. P.A. Allen (Suz); 3. Robert Whittaker (Hon).

250 B: 1. Tim Baker (KTM); 2. Kurt Moore (Yam); 3. Brent Wesley (Hon); 4. Gene Thurman (Kaw).

VET: 1. Dallas Mayer (Yam); 2. John Banes (Kaw); 3. John Glaus (Kaw); 4. Scott Fitzgerald (Kaw); 5. Ron Hackmann (Yam).

SR: 1. Billy Hall (Hon); 2. Michael Jobe (Hon).

4-STRK: 1. Paul Allen (Yam); 2. Kevin Becktell (Hon); 3. John Bingham (Hon); 4. Ricky Parker (Yam).

Northrup, Fortner wage Fast Time Hillclimb war

By Bud Northrup

MOUNT VERNON, IL, AUG. 16

Jason Northrup and Andy Fortner shared Fast Time honors at the King City Dirt Riders hillclimb. Fortner set the fast time in the Amateur-class action and Northrup set the overall fast-time mark. Fortner's time came in the ultrafast 600cc class, in which he came from behind to snatch an impressive win. His 4.452-second first-round time had him in fifth place behind John Scroggins, Mark Shafer, Jason Northrup and Tom Rollins at intermission. "Fast Andy" really unloaded on his second-round ride, however, flying high over the top of the 160-foot hill in a blazing 4.063 seconds - a time good enough not only to win the class, but also set fast time for the amateur portion of the event. John Scroggins bettered his first ride, but his 4.196 seconds would be good only for second place. Scott Pierce slipped in under Jason Northrup by eight-thousandths of a second for fourth place. Mark Shafer, after crashing hard on the first ride, couldn't make it to the line in the second round and took third place based on his first-round 4.227-second time on his KX500.

Northrup posted the overall fast time for the day and set the altitude and distance record over the top, however, as he blitzed the hill in 4.023 seconds in the Open Exhibition class. It wasn't automatic, however, as Fortner topped the hill in 4.026 seconds in this class to finish second by only three-thousandths of a second. Northrup and Fortner also duked it out in the 400cc Exhibition class, both riding Fortner's Forward Motion RM250. Northrup got the best of this exchange also, as he flew the Suzuki over in 4.337 seconds for the class win, while Fortner stopped the clocks in 4.459 seconds for second place. Fortner got a measure of revenge, however, in the King Of The Hill runoff, where he edged Northrup by eleven-thousandths of a second, turning a 4.110-second time to take that class win over Northrup and his 4.122 seconds.

Northrup also picked up wins in the 400cc and 750cc classes. Riding a stock Sportland Yamaha YZ400F thumper, he topped the hill in an excellent 4.644 seconds in the second round to overtake first-round leader Paul Hillard, who had run 4.659 seconds on his YZ400.

In the 750cc class, Northrup took only one run, as his 4.534-second first-round time on his Hondasaki triple held up for the win, running his win total to four for the day. Mike Salkovich took the second-place spot with a 5.237-second time on his Honda.

Mark Goodman Jr. had another one of his frequent good days, claiming three class wins, in the 200cc, 250cc and Stock classes.

Results

50 AUTO: 1. Blake Cappello (Lem) 2. Jonathan Chesney (Yam); 3. Tommy Bruce (Hon); 4. Holly Hayes (Suz).

85 YTH: 1. Nick Mayo (Hon); 2. Ray Aguilar (Hon); 3. Damon Mayo (Hon); 4. Becky Williams (Kaw); 5. Jared Hayes (Kaw).

200: 1. Mark Goodman Jr. (Kaw); 2. Gary Edmison (Suz); 3. Scott Sheets (Kaw); 4. Kevin Ryan (Kaw); 5. Matt Weaver (Kaw).

250: 1. Mark Goodman Jr. (Kaw); 2. Kevin Cappello (Kaw); 3. Andy Fortner (Suz); 4. Gary Edmison (Suz); 5. John Elliott (Hon).

400: 1. Jason Northrup (Yam); 2. Paul Hillard (Yam); 3. Doug Gillespie (Yam); 4. Steve Shafer (Yam); 5. Steve Dougherty (KTM).

400 EX: 1. Jason Northrup (Suz); 2. Andy Fortner (Suz); 3. Mark Goodman Jr. (Kaw); 4. Gary Edmison (Suz); 5. Bill Stark (Hon).

600: 1. Andy Fortner (Hon); 2. John Scroggins (Hon); 3. Mark Shafer (Kaw); 4. Scott Pierce (Hon); 5. Jason Northrup (Hon).

750: 1. Jason Northrup (Kaw); 2. Mike Salkovich (Hon); 3. Andy Fortner (Kaw); 4. Jim Redpath (Yam); 5. Jacob Bailey (Tri).

OPEN: 1. Buzz Green (H-D); 2. Jerrod Lindquist (Kaw); 3. Bob Fisher (H-D); 4. John Hillard (H-D); 5. Terry Bailey (H-D).

SR: 1. Scott Pierce (Hon); 2. Kevin Weaver (Hon); Gayle Jenkins (Hon), 4. Tom Rollins (Hon); 5. Bob Glenn (KTM).

PSHRD: 1. Bob Fisher (H-D); 2. Buzz Green (H-D); 3. Steve Shafer (H-D); 4. Tim Wiggins (Tri); 5. Terry Bailey (H-D).

STK: 1. Mark Goodman Jr. (Kaw); 2. Andy Fortner (Hon); 3. Gary Edmison (Suz); 4. Jason Northrup (Yam); 5. Ray Aguilar (Suz).

OPEN EX: 1. Jason Northrup (Hon); 2. Andy Fortner (Hon); 3. Scott Pierce (Hon).

KOTH: 1. Andy Fortner (Hon); 2. Jason Northrup (Hon); 3. Scott Pierce (Hon); 4. Mark Goodman Jr. (Kaw).

FAST TIME AM: Andy Fortner.

FAST TIME O/A: Jason Northrup.

Venegas wins Auburn Speedway marathon

By M. Sober
Photo by Gen Moore

AUBURN, CA, AUG. 14

Former ice racing champion Charlie "The Edge" Venegas managed to hold on to his Speedway bike for 25 laps - and through two controversial restarts - to win the annual Fast Fridays 25-lap Speedway marathon. Bob Hicks saw his racing win streak end in the Scratch main. This is where he was soundly defeated by Northern California points leader Bart Bast. Bobby Chipman won the Second Division main, and the Third Division victory went to Richard Powell.

At the very beginning of the 25-lap Handicap main, the right side of the starting tapes hung up, causing youngsters Billy Janniro and Ian Ferris to pull off the groove, each expecting a red flag. In the ensuing chaos, the referee inexplicably could not manage to get the event stopped until three full laps had been completed. After much discussion and finger pointing, a full 10-man restart was called for, and the riders lined up in single file according to the running order at the end of lap three. Felicio was at the point, followed by Matt King, Jimmy Sisemore, Tommy Hedden, Venegas, Bob Hicks, Bart Bast, Scott McNeil, Janniro and Ferris, in that order. Felicio, who won the 1996 25-lapper, stayed in front until lap eight, when Sisemore, who had moved into second when King pulled onto the infield, took the lead on the inside line. Sisemore kept his Rose Racing Jawa in the front until lap 17, when the race was once again stopped after Janniro laid his bike down in turn three to avoid running over Hicks, who fell when his arms pumped up and he could no longer hold on to the handle bars.

On the second restart, Venegas got around Sisemore and moved into a lead that he would not relinquish.

"I didn't really expect to do very well in this race," said Charlie, dripping sweat after the event. "I've only got the one bike, so I knew I had to pace myself and hope for a red flag at some point."

Sisemore followed behind Venegas in second place until lap 24, when he ran out of fuel. This allowed the field to file by. Venegas continued on to the checkered flag aboard his Affordable RV GM, and he was followed by Janniro, Bast, Hedden, Felicio, Ferris and finally Sisemore. Sisemore coasted across the finish line and was the last of the participants to finish the marathon.

"I couldn't really feel my arms the last couple of laps," explained Venegas after the race. "I just hoped they still knew what to do."

In the Scratch racing program, Bart Bast ended Bob Hick's two-week streak of Scratch main wins. Bart made an excellent start aboard his new Auburn Toyota/Peterich Cycle/Mark Wallace Masonry/Scott Auto Trim lay-down Jawa, going on to the wire-to-wire win from starting gate two. Recently crowned Cal-Expo track champion Bob Hicks, who had his streak of 11 consecutive Scratch wins snapped, finished in second place. Third went to Chad Felicio. Billy Janniro was also scheduled to participant in the main but was disqualified when he was caught touching the starting tapes before the start.

Bobby Chipman won the Second Division main ahead of George Snodgrass and Tom Adams. A.J. Jones was the first off the line and the first to the checkered flag in the First Division Junior main, finishing just ahead of Bryan Yarrow and J.J. Martynse. Jonathan Curry topped the Second Division Junior finale, and Chris Smith did the same in the Third Division Junior ranks.

Results

25-LAP MAIN: 1. Charlie Venegas (GM); 2. Billy Janniro (Jaw); 3. Bart Bast (Gdn); 4. Tommy Hedden (Jaw); 5. Chad Felicio (Jaw).

SCR: 1. Bart Bast (Jaw); 2. Bob Hicks (Jaw); 3. Chad Felicio (Jaw); 4. Billy Janniro (Jaw).

D-2: 1. Bobby Chipman (Wes); 2. George Snodgrass (Jaw); 3. Tom Adams (Wes).

D-3: 1. Richard Powell (Jaw); 2. Mike Douglass (Wes).

D-1 JR: 1. A.J. Jones (Wes); 2. Bryan Yarrow (Wes); 3. J.J. Martynse (Wes).

D-2 JR: 1. Jonathan Curry (Wes); 2. Jay Heidt (Jaw); 3. J.T. Mabry (Jaw).

D-3 JR: 1. Chris Smith (Tri); 2. Alex Marcucci (Wes); 3. Brenton Bast (BSA); 4. Amanda English (Tri).

Grewe big winner at Lodi ST and TT

By Mike Law

LODI, CA, AUG. 15

Jason Grewe of West Sacramento emerged as the big winner in the hotly contested 80cc class as he scored multiple wins over his best friend and dirt track rival, Derrick Ponton of Salinas. Grewe rocketed his Honda into the lead at the starting light and never looked back on the short track, cruising to a wire-to-wire victory. Back for revenge on the TT, Ponton scored the holeshot to the first turn ahead of Mike Rush and Grewe. Seeing his double win in jeopardy, Grewe quickly turned up the throttle and made fast work of Rush. Once he settled into second, Grewe set his sights on Ponton, then executed a 60-mph pass around Ponton, followed by a feet-up slide through the tree turn. Grewe continued to extend his lead as he clearly put on the ride of his young career.

"I just hold the gas on and keep it on," said Grewe of his victories over Ponton. "I was worried when he (Ponton) got ahead of me on the TT. I just kept trying, and kept thinking of ways to go around him. I didn't want to do what he did, so I just gassed it and went around him."

"Jason's been riding really good," said Ponton, reflecting on his duel with Grewe. "We've been racing against each other ever since we were in the Pee Wee class. It was his night, and I'll be back next week."

Five-year-old Expert rider Anthony Fong scored a double win on the short track and TT in a combined A and B main event. He beat B-rider rivals Ryan Law on the short track and Rebecca Law and the always persistent Kyle Anselmi in the TT.

Joe Hernandez and Bobby Fong ran one and two in the very competitive 60cc class, with Hernandez winning both the short track and TT main events.

Veteran experts lined up for the short track main, which included some of the best holeshot artists in the business. Robert McDonnell quickly established the lead, ahead of Bob Casey, and then cruised to victory by a wide margin. Robert Bacosa and Allan McClellan seesawed back and forth for the third position, with Bacosa getting the nod.

Current points leader Rob Damron left the line in the Open A short-track main behind holeshot master Casey, in what erupted into an absolute battle for the better half of the race. Damron hammered and clawed Casey in an effort to take the front position before prying him aside near the halfway point. Once ahead of Casey, Damron extended his lead by riding smoothly and flawlessly.

Despite a low turnout for the Open A/Vet TT main event, the crowd was treated to a multitude of local steeplechase talent. Bill Arbogast powered his Suzuki to a wire-to-wire victory over Marty Weisler and Harlund Johnson. Arbogast increased his lap times as the race continued, posting some of the fastest laps of the evening.

"I've put a lot of years and a lot of laps on this track," Arbogast said. "If I can stay smooth and stay on the gas, things seem to work out. It's always fun to race with great riders like Steve Hall and those guys."

Results

Short Track

PP: 1. Rebecca Law (Yam); 2. Alyssa Brionez (Yam).

P/W STK A: 1. Anthony Fong (Yam); 2. Danny McDaniel (Yam).

P/W STK B: 1. Ryan Law (Yam); 2. Rebecca Law (Yam).

P/W STK C: 1. Danielle Caldera (Yam); 2. Travis McCarthy (Yam); 3. Chad Cose (Yam).

P/W KTM: 1. Jessy Hubbell (KTM); 2. Ron Roberts (KTM); 3. Shane Jones (KTM).

60 A: 1. Joe Hernandez (Kaw); 2. Bobby Fong (Kaw).

60 C: 1. Chris Borjas (Kaw); 2. Sean Jones (Kaw).

80: 1. Jason Grewe (Hon); 2. Mike Rush (Kaw); 3. Derrick Ponton (Hon); 4. Steve Bosney (Kaw).

100: 1. Dorrey Ingolia (Hon); 2. Darrin Gibson (Hon).

250 A: 1. Danny Casey (Hon); 2. Corey Eaton (Hon).

250 B: 1. Riley Cox (Yam); 2. Freddy Poli (Yam).

250 C: 1. Derrick Ohls (Hon); 2. Joe Hoogerhyde (Yam); 3. Danny Klay (Yam).

VINT A/B: 1. David Morgan (Hon); 2. Roger Hamilton (Yam); 3. Darryl Musto (Hon).

VINT C: 1. John Frank (Bul); 2. Bill Flett (H-D).

VET: 1. Robert McDonnell (H-D); 2. Bob Casey (W-R); 3. Robert Bacosa (Rot); 4. Allan McClellan (W-R).

OPEN: 1. Rob Damron (Hbg); 2. Bob Casey (W-R); 3. Allan McClellan (Rtx); 4. Eddie Dixon (W-R); 5. Mickey Lane (Rtx).

TT

PP: 1. Rebecca Law (Yam); 2. Danielle Caldera (Yam).

P/W STK A: 1. Anthony Fong (Yam); 2. Danny McDaniel (Yam).

P/W STK B: 1. Rebecca Law (Yam); 2. Kyle Anselmi (Yam); 3. Ryan Law (Yam).

P/W STK C: 1. Chad Cose (Yam); 2. Travis McCarthy (Yam); 3. Danielle Caldera (Yam).

P/W KTM: 1. Ron Roberts (KTM); 2. Shane Jones (KTM); 3. Jessy Hubbell (KTM).

60 A: 1. Joe Hernandez (Kaw); 2. Bobby Fong (Kaw).

60 C: 1. Sean Jones (Kaw); 2. Cody Anselmi (Kaw).

80: 1. Jason Grewe (Hon), Derrick Ponton (Hon).

250 A: 1. Danny Casey (Hon); 2. Corey Eaton (Hon); 3. Freddy Poli (Yam); 4. Hisayosi Kawahara (Hon).

VET A: 1. Bill Arbogast (Suz); 2. Steve Hall (Yam).

VET C: 1. Harlund Johnson (Hon).

OPEN A: 1. Marty Weisler (Rtx).

Eaves wins at Sterling MX Nationals

By Scooter Bell
Photo by Craig Cole

STERLING, KS, AUG. 16

Mike Eaves won the 125 C-class overall at the Sterling Amateur Nationals. Eaves took the lead in the first moto out of the first turn. In the first lap, Derick Conner, Darren Corl and Drew Byers fell in behind the leader. Conner made a mistake and Corl took over second in the third lap while Byers pushed all three places in front of him. The checkered flag came out for Eaves, with Corl, Conner and Byers right behind the leader.

In the second moto, Corl took the holeshot, with Eaves and Conner right on his back. Justin Ingram pulled up to fourth, and Derrick Stephen was in fifth. Byers, who took fourth in the first moto, got a bad start, running in 14th place. On lap two, Eaves made the pass on Corl for first and never gave it up. Next, Conner passed Corl for second. Corl was now looking to hold off a charging Ingram, Stephen, and Boyd Lemons for third. The win went to Eaves with a 1-1 moto tally. Conner went 3-2 for second. Corl's 2-3 finishes gave him third. Then came Ingram (5-4) in fourth, Stephen (7-5) in fifth, and Lemons (6-6) in sixth.

In the Vintage class, Marlin Hitschmann rode his Harley-Davidson to wins in both motos. In the first moto, Micah Wenger challenged Hitschmann but could never get close enough to make a move. In the second moto, just as in the first, Hitschmann pulled away from Wenger to win the overall. Hitschmann held on to his KORR points lead with this victory.

Results

P/W: 1. Jamie Seiver; 2. Jacob Haas; 3. Dyan Seeney; 4. Avery Hickey; 5. Codi Miller.
60: 1. Todd Webb; 2. Robert Spear; 3. Jamie Seiver; 4. Dyan Cotton; 5. Clay Bridges.
80 JR: 1. Dusty Herring Jr.; 2. Todd Webb; 3. Blake Dunn; 4. Trevor Smith; 5. Andy Williams.
80 SR: 1. Ryan Nett; 2. Kyle Smith; 3. Jamie Brown; 4. Chris Robl; 5. Jeremy Lagree.
80 OUTLAW: 1. Dusty Herring Jr.; 2. Ryan Nett; 3. Blake Dunn.
SCHBY: 1. Drew Byers; 2. Derrick Conner; 3. Brett Mackey; 4. Jeff Walter; 5. Justin Gilman.
125 A: 1. Dennis Burnett.
125 B: 1. Heath Unruh; 2. Derrick Creech; 3. Joe Gier; 4. Jason Gier.
125 C: 1. Mike Eaves; 2. Derick Conner; 3. Darren Corl; 4. Justin Ingram; 5. Derrick Stephen.
250 B: 1. Dan Hickey; 2. Carl Keough.
250 C: 1. Frank Sell; 2. Brad Brungardt; 3. Daryl Walter; 4. Marty Morland; 5. Todd Dicke.
VET 30+ A: 1. Rick Cotton.
VET 30+: 1. Galen Burton; 2. Shawn Kirby; 3. Greg Gilman; 4. Dan Torgler; 5. John Pangle.
VET 40+: 1. Rob Lamberts; 2. Daryl Walter; 3. Paul Schartz; 4. Rick Bachman; 5. Gary Graves.
VET 50+: 1. Mike Morland; 2. Gary Johnson; 3. Tom Hunt.
VINT: 1. Marlin Hitschmann; 2. Micah Wenger.
POST-VINT +5: 1. Jason Holm; 2. Rob Jones; 3. Andy Stout; 4. Jason Stone; 5. Eric Piotrowski.
POST-VINT +10: 1. Tom Bridges; 2. Rick Bachman; 3. Tim Wingfield; 4. Ron Schroeder; 5. Justin Anderson.
OPEN OUTLAW: 1. Heath Unruh; 2. Carl Keough.
OPEN WMN: 1. Dawn Shockey.

Sweeten slides to three wins at Path Valley ST

By Len and Ben Breech

WILLOW HILL, PA, AUG. 8

At the age of 44, Bob Sweeten is showing no signs of slowing down, as he took three class wins at the fourth Winsett-Flowers' Two Wheel Promotions-sponsored short track at Path Valley Speedway. He took easy wins in the 250cc A and Over 40 classes, along with a hard-fought 600cc A-class victory. Raun Wood took his first win in two years as an Expert by taking a closely fought 500cc A Two-Valve win. Nick Taylor took the 750cc class, which was combined with the Over 30 class, which was won by Vernon Caldwell.

The Amateur divisions had mostly the same winners who have been winning for the previous two months, although John Long beat Evan Baer in the 50cc (4-6) class. Baer, as usual, won the 50cc Oil-Injected class, Brandon Robinson took his turn at the front of the 50 (7-8) class, and John Lewis ran away from the 65cc class. Shawn Baer topped the 85s, as Chris Klinefelter did to the 125s. Joey Tyeryar took a pair of wins in the 250cc and 600cc B classes.

The heavy rains that canceled the previous night's car races left the track - as one worker put it -"snotty." But hard work by track personnel got the track in very good shape, but with a low line that was slick and rough in spots, as a few riders who tried to go lower found out. The most notable class to try the low line was the 600cc A. Phil Libhart was the initial leader, closely followed by Bob Sweeten, John Winsett Sr. and Dallas Baer. Libhart got into the low-line crap coming off the second turn on the third lap, and Winsett quickly got by both as they entered the third turn.

(Left) Mike Eaves won the 125cc class at the Sterling Nationals in Kansas.
(Below) Bob Sweeten rides into first place in the 600cc A class in Willow Hill, Pennsylvania.

For about the next 10 laps, Winsett looked like he was going to "increase" his profit margin as he rode his best race of the year, holding off Sweeten and Libhart and staying just above the trouble area. With less than two laps left, he also got a little too low and bobbled, letting Sweeten by, with Libhart grabbing second from a sore-groined Winsett as they took the white flag.

Sweeten's other wins were easy wins, although behind him and second-placed Dave Smith an interesting battle for third was developing. Nick Arment and Damian Kocovinos battled early, but Kocovinos and Roy Miller got by a fading Arment on the second lap, with Miller taking third on the next lap. After a poor start, Raun Wood moved into the fourth spot on the fifth lap and started to pressure Miller. The pressure paid off as Miller's Yamaha started to seize again in the closing laps, letting Wood by, but Miller held enough of a cushion to nurse his bike home in front of Kocovinos.

While only three riders entered the 500cc Two-Valve class (for Yamaha TT500s), only two or three lengths separated them at any time. After appearing to "let the kid win the heat," the two other, veteran riders - Dave Smith and Nick Taylor - took the final lead over Raun Wood, who was making his first start on four-stroke. But as the race wore on, Wood put the Ol' Gil Racing Yamaha into second on the fifth lap, and then got by Smith for the lead off the second turn on the seventh lap.

As he has done many times this season, Zach Calcutt led the 85s off the second turn, followed by Shawn Baer, Travis Sennett and John Lewis. Lewis moved into third at the start of the third lap, while Baer finally got by Calcutt off the second turn on lap five and checked out on the field on his TNT Cycle/Baer Racing Yamaha. Lewis worked his way up, getting by Calcutt off the fourth turn on the 10th lap.

After getting injured early last year, David Farbman returned to racing and hardly showed any rust. He gated second behind his buddy Chris Klinefelter, and ahead of Bryan Douglas and Jared Mees. Mees and Douglas got by on the third lap, with Farbman staying close. A few laps later, Mees began to drop back with engine problems while Farbman kept the pressure on Douglas, retaking second on the eighth lap.

Joey Tyeryar was the first 250cc B rider out of turn two, with Douglas, Mees and Bruce Miner following. Mees moved into second at the end of the third lap. Klinefelter, who got bogged down in the supertacky conditions off the start, finally got moving and sliced his 125cc up to fourth, displacing Douglas on the seventh lap.

Results

50 (4-6): 1. John Long (Lem); 2. Evan Baer (Act); 3. Andrew Smith (Act); 4. Bryan DeMuro (Act).
50 (7-8): 1. Brandon Robinson (Lem); 2. Joey Parks (Lem); 3. Jeff Haldeman (Lem); 4. Bobby Weir (Lem).
50 OIL-INJ: 1. Evan Baer (Yam); 2. Brett Pugh (Yam); 3. Bobby Weir (Yam).
65: 1. John Lewis (Kaw); 2. Brandon Robinson (Kaw); 3. Jeff Haldeman (Hon).
85: 1. Shawn Baer (Yam); 2. John Lewis (Yam); 3. Zach Calcutt (Hon); 4. Travis Bennett (Yam); 5. Jonathan Jordan (Kaw).
125 B: 1. Chris Klinefelter (Hon); 2. Dave Farbman (Hon); 3. Bryan Douglas (Hon); 4. Shawn Baer (Yam); 5. Jared Mees (Kaw).
250 A: 1. Bob Sweeten (Hon); 2. Dave Smith (Hon); 3. Raun Wood (Yam); 4. Roy Miller (Yam); 5. Damien Kocovinos (Hon).
250 B: 1. Joey Tyeryar (Yam); 2. Jared Mees (Hon); 3. Bruce Miller (Hon); 4. Chris Klinefelter (Hon); 5. Bryan Douglas (Hon).
500 A 2-VALVE: 1. Raun Wood (Yam); 2. Dave Smith (Yam); 3. Nick Taylor (Yam).
600 A: 1. Bob Sweeten (Rtx); 2. Phil Libhart (Rtx); 3. John Winsett (Rtx); 4. Dallas Baer (Rtx); 5. Nathan Davis (Rtx).
600 B: 1. Joey Tyeryar (Rtx); 2. Bill Stillwell (Rtx).
750 A: 1. Nick Taylor (Yam).
30+: 1. Vernon Caldwell (Hon); 2. John Davis (Hon); 3. Mike Keane (Hbg).
40+: 1. Bob Sweeten (Rtx); 2. Bruce Miller (Hon); 3. Mike Keane (Kaw); 4. John Davis (Hon); 5. John Stackus (Kaw).

Two big wins for Jorgensen at Lodi ST and TT

By Mike Law

LODI, CA, AUG. 8

Stockton's Toby Jorgensen was the big winner here, with multiple short-track wins in both the Pro-Sport and Open A classes. Jorgensen handily won the Pro-Sport main by powering his CCM wire to wire over rivals Allan McClellan and Chris Fischer. Jesse Sanchez, however, made Jorgensen work for the win in the Open A main, as Sanchez was the first rider to the first turn. Sanchez held the front position for the better half of the race before relinquishing the lead after Jorgensen's consistent hammering. Once by, Jorgensen won by a wide margin.

"I just used my head and stayed on the groove," Jorgensen said of his Pro-Sport win. "I took my time because I found that the slower you rode on a track like this tonight, the further you would go, and the better you would end up."

Of his battle with Sanchez, Jorgensen obviously had the best seat in the house.

"He (Sanchez) kind of left the door wide open coming out of turn two," reflected Jorgensen. "I made my move then, and I didn't want to give him any edge after that."

Rebecca Law emerged the big winner in the Pee Wee ranks, going four for four as she sped her Wright Motors/Megatech Engineering Yamaha to wins in the Stock and Powderpuff classes on both the short track and TT.

"It felt different to win four times," Law said. "I've never won that many races in a night."

Equally impressive was Travis McCarthy of Newman in the Stock C class. McCarthy walked away with trophies on the short track and TT, besting the talents of Jess Garcia and Shane Jones.

Knobby-class rivals Joe Cunnington, Darrin Gibson and Scott Taylor continued to tear up the track, literally and metaphorically, as they continued their rivalry, with Cunnington scoring the top position twice. Notwithstanding, second-place rider Gibson rode perfectly and made Cunnington earn his victory the hard way, as the Knobby class is fast becoming one of the larger classes at Lodi.

Vet A riders brought the Cycle Bowl crowd to its feet for the TT finale with an absolute battle. TT master Steve Hall muscled his way to a holeshot, with Billy Arbogast hot on his rear fender. Arbogast stalked Hall patiently before executing a gutsy pass to take the lead. Arbogast continued the pressure as he cranked up the throttle and won by a comfortable margin.

Short Track
PP: 1. Rebecca Law (Yam); 2. Alyssa Brionez (Yam).
P/W STK A: 1. Anthony Fong (Yam); 2. Alyssa Brionez (Yam); 3. Frankie Garcia (Yam); 4. Danny McDaniel (Yam).
P/W STK B: 1. Rebecca Law (Yam).
P/W STK C: 1. Travis McCarthy (Yam); 2. Jess Garcia (Yam); 3. Shane Jones (Yam).
P/W MOD: 1. Ron Roberts (KTM).
P/W STK 5-: 1. Kyle Anselmi (Yam).
60 B: 1. Bobby Fong (Kaw); 2. Joe Hernandez (Kaw); 3. Chris Borjas (Kaw).
60 C: 1. Sean Jones (Kaw); 2. Cody Anselmi (Kaw); 3. Frankie Garcia (Kaw).
80: 1. Brandon Inderbitzin (Hon); 2. Jared McWhirter (Hon); 3. Jason Grewe (Hon); 4. Stewart Barber (Hon); 5. Nick Moore (Kaw).
250 SCHBY: 1. Danny Casey (Hon); 2. Corey Eaton (Hon); 3. Ted Jaime (Suz).
250: 1. Freddy Poli (Yam); 2. Robert Norris (Yam); 3. Chris Gilfus (Yam); 4. Danny Klay (Yam); 5. Evan Craig (Hon).
KNBY B: 1. Joe Cunnington (Kaw); 2. Scott Taylor (Yam).
KNBY C: 1. Darrin Gibson (Hon); 2. Freddy Poli (Hon); 3. Matt Cross (Hon); 4. Devin DeFreeze (Yam).
VINT 40+: 1. Roger Hamilton (Yam); 2. Jon Eichelbaugh (Yam); 3. Carter Fisher (Bul); 4. John Dotson (Yam).
PRO-SPT: 1. Toby Jorgensen (CCM); 2. Allan McClellan (Rtx); 3. Chris Fischer (Rtx); 4. Bob Casey (Rtx).
OPEN A: 1. Toby Jorgensen (CCM); 2. Jesse Sanchez (Rot).

TT
PP: 1. Rebecca Law (Yam); 2. Alyssa Brionez (Yam).
P/W STK A: 1. Danny McDaniel (Yam); 2. Anthony Fong (Yam); 3. Frankie Garcia (Yam); 4. Alyssa Brionez (Yam).
P/W STK B: 1. Rebecca Law (Yam); 2. Ryan Law (Yam).
P/W STK C: 1. Travis McCarthy (Yam).
P/W MOD: 1. Ron Roberts (KTM).
P/W STK 5-: 1. Kyle Anselmi (Yam).
60 B: 1. Bobby Fong (Kaw); 2. Joe Hernandez (Kaw).
60 C: 1. Sean Jones (Kaw).
80: 1. Brandon Inderbitzin (Hon); 2. Jared McWhirter (Hon); 3. Jason Grewe (Hon).
100: 1. Freddy Poli (Hon).
250 A: 1. Danny Casey (Hon).
250 C: 1. Casey Yarrow (Yam); 2. Freddy Poli (Yam).
500: 1. Scott Jacques (Hon); 2. Joe Cerro (Yam).
KNBY B: 1. Joe Cunnington (Kaw).
KNBY C: 1. Darrin Gibson (Hon); 2. Devin DeFreeze (Yam).
VINT TW: 1. Jon Eichelbaugh (Yam); 2. Daryl Musto (Yam).
VET: 1. Billy Arbogast (Suz); 2. Steve Hall (Yam); 3. Allan Yarrow (Yam); 4. Robert McDonnell (H-D).
VINT B: 1. David Morgan (Hon).
VINT C: 1. Corey Schnuck (Hon).
OPEN: 1. Eric Weisler (Yam); 2. Harlund Johnson (Hon); 3. Ray Byrne (Tri); 4. Corey Schnuck (Hon).

Rohr roars to AHRMA Regional TT race win

By Dennis Suter

HOLLISTER, CA, AUG. 9

The Santa Clara Riders Unlimited held an AHRMA regional TT on the original Hollister TT track, where many of Northern California's flat-trackers grew up. The track was groomed to perfection and grooved up into an excellent steeplechase course.

Novices and Over 35 Vets started the day's racing, with Vet Matt Rohr leading Tom Horton and Brad Spencer Jr. into the first turn. Horton dropped his Honda on the first lap in the right-hander, and Spencer passed for second. Rohr increased his lead over Spencer all the way to the finish.

In the Novice class, Hank Casto led the way until Cory Schmuck made the pass on the second lap. Schmuck led the rest of the way. At midrace, Gary Swan grabbed the third spot from Dave Nazzisi, who finished fourth.

Matt Rohr took the holeshot in the Sportsman 600cc race, but this time Brad Spencer Jr. was right on to Rohr's back tire. Spencer dogged Rohr the whole six laps but was never able to make a pass stick. Butch Cochran ran third, and Mark Aragon came from the rear to nab fourth. The third event was for Support 600cc racers, and Spencer was contesting his third race of the day. Steve Hall jumped out front early, with John Proto in tow. Spencer settled in for third, which was the finish-flag order. Joe Carrera passed a couple of riders to bag fourth.

Senior Over 50 rider Mike Van Leinden has been virtually unchallenged this year on his big BSA twin. Van Leinden powered into the lead for a wire-to-wire win, while Herb Wolf and Jim Chisum fought over the second spot. Their race ended on the last lap as Wolf slid out while trying to pass Chisum on the outside of the fast first turn. Steve Lacy held off Duane Spencer after a racelong battle for third.

The popularity of the XR100 class was very evident at Hollister. Ryan Devonshire won the Stock class, while Chris Champa won the Modified event over Scott Heywood. Brad Spencer grabbed first over Fred Poli Jr. in the Junior race.

Butch Cochran rocketed away at the start of the Sportsman 250cc main on a four-stroke Honda, but Ken Netto on a Can-Am powered into the lead by the second turn. Netto rode away for the win as Ossa rider Tom Horton settled into second. Horton's race came to an abrupt end in the last turn of the race when his rear-brake bracket broke and he was thrown to the ground. Cochran held on to second spot, with Maurice Ortega in third.

The Sportsman 750s were led from the start by Horton on a Yamaha, but another Spencer was in the field on a big-bore Triumph. Rod Spencer passed Horton on the second lap for the eventual win. Mike Van Leinden followed in third, with Gary Davis in fourth.

Results

VET 35+: 1. Matt Rohr (Yam); 2. Tom Horton (Hon); 3. Brad Spencer Jr. (Hon).
SR 50+: Mike Van Leinden (BSA); 2. Jim Chisum (BSA); 3. Steve Lacy (Hon); 4. Duane Spence (Tri); 5. Wayne Sumner (BSA).

(Far left) Dubé was the man who took the championship in the final round of the CMRC Canadian National Motocross Series, held in Walton, Ontario. (Left) Spud Walters takes the holeshot, with Ron Gilbert and Jason Dubin hot on his heels, under the stars at Glen Helen in San Bernardino, California.

SPTSMN 250: 1. Ken Netto (C-A); 2. Butch Cochran (Hon); 3. Maurice Ortega (Bul); 4. David Helwig (Yam); 5. Chris Apple (Bul); 5. Manuel Datan (Yam).

SPTSMN 600: 1. Matt Rohr (Yam); 2. Brad Spencer Jr. (Hon); 3. Butch Cochran (Yam); 4. Mark Aragon (Hon); 5. Maurice Ortega (Bul).

SPTSMN 750: 1. Rod Spencer (Tri); 2. Tom Horton (Yam); 3. Mike Van Leinden (BSA); 4. Gary Davis (Tri); 5. Eric Weisler (Yam).

SUP: 1. Steve Hall (Hus); 2. John Proto (Hon); 3. Brad Spencer Jr. (Yam); 4. Joe Carrera (Yam); 5. Brad Spencer (Hon).

XR100 JR: 1. Brad Spencer Jr.; 2. Fred Poli; 3. Rodney Spencer Jr.; 4. Adam Chamberlin.

XR100 STK: 1. Ryan Devonshire; 2. Jeff Peterson; 3. Bob Devonshire.

XR100 MOD: 1. Chris Champa; 2. Scott Heywood; 3. Louis Champa; 4. Tony Rose; 5. Charles Libondi.

CLSSC OPEN: 1. Marty Lewis (Tri); 2. Gary Davis (Tri); 3. Herb Wolf (Tri); 4. Daryl Foster (BSA); 5. Chris Rudy (H-D).

CLSSC 250: 1. Tom Horton (Oss); 2. Maurice Ortega (Bul); 3. Gary Davis (Hon); 4. Jeff Apple (Bul).

NOV: 1. Cory Schmuck (Hon); 2. Hank Casto (BSA); 3. Gary Swan (Tri); 4. Dave Nazzisi (Bul); 5. David Brown (BSA).

PRO: 1. Robert Damion (Hus); 2. Gordon Rudy (Hon); 3. Mark Lacasa (Hon); 4. Fred Poli (Yam).

Dubé victorious at Canadian Motocross

By Jason T. Griffiths

WALTON, ONTARIO, CANADA, AUG. 16

The final round of the CMRC Canadian National Motocross Series has always been the highlight of motocross racing in Canada, and it's because of a little town called Walton, in Ontario.

A tiny little intersection is all that marks the town. But for the last seven years, the final round of the CMRC series has been held at Walton, at the same time and on the same track, and it has become Canada's most prestigious outdoor motocross race. The Canadian Amateur National is the trademark of the four-day event, which finishes with the last round of the pro national series.

This year, fan turnout broke all records as 10,000 people showed up to watch Jean-Sebastien Roy attempt to win the number-one plate for the first time in his career. The series has been a mental battle for Roy. He desperately wants a Canadian championship, but his priority this year has been the AMA Supercross and Outdoor series. He missed two rounds of the Canadian Series to pursue his dreams in the States, and he unfortunately sacrificed his chances of having a number-one plate to his name.

Coming into the final round of the series, Roy was 42 points out of the top spot, and even though he won all four motos at Walton, he still didn't gain enough to beat out Suzuki Canada rider Marco Dubé. Roy won an incredible 18 motos out of a total of 28 for the seven-round dual class series and finished second, missing the number-one plate by only eight points. Losing the series was a disappointment for Roy, but one he realized he might suffer from the beginning.

"We were looking for the number-one plate today," says Roy. "We were counting out the points earlier - not hoping that Marco (Dubé) would have bad luck, but if he did, I'd be the one walking proudly at the end of the day with the championship. But like I said before, I was not expecting to win the championship, but I was not expecting to get this close."

It was said earlier in the year that either Morgan or Dubé would take the series. To truly be number one in the minds of Canadians, the points winner would have to beat Roy on the track. Dubé was the man to take the championship, with only five moto wins, but two of those were ahead of Roy. His dedication to the series this year was unbelievable. He rode the entire series with a torn knee ligament and came back time and time again. He even attempted to ride the afternoon program of the Moncton, New Brunswick, round after his brutal crash with Blair Morgan, which knocked Dubé unconscious. Things were even touch-and-go at Walton for Dubé. During the first 125cc moto of the day, the fuel line connecting the gas tank to the carb came off on the third lap and pushed Dubé to the back of the pack for a 14th-place finish. He held strong for the remainder of the day for a third-place finish overall in the 250cc class and a seventh in the 125cc class, which was just enough to win the championship.

"This year I was with Suzuki, and the bike was great," said Dubé. "It was a pretty tough series, because I got a lot of bad starts and at Moncton, New Brunswick, Morgan and I crashed. I had to DNF a couple of motos."

Dubé's persistence paid off and now he is looking to the future.

"I've got a couple plans in my head," Marco revealed. "I'm not sure if I'm going to do the supercross series in the States or the PJ1 Arenacross, because I'm very comfortable on the arenacross-style tracks. Or there is also snowcross. I've had some contract offers from two snowmobile manufactures. I don't really know what I'll do yet."

As for the present number-one plate holder, Blair Morgan, Walton was a chance to show that his desire for motocross is still strong. Morgan finished second in all four motos, many of which he began with midpack starts. "A slow start" is a good description for Morgan's season, after racing a full year steady beginning in April of 1997. Morgan was already starting to burn out when the national motocross series started up.

"I had more fun last year, because I was winning, but out there this year I knew I could win," says Morgan. "I just need to try harder. I'm still in a learning phase, I think. I started the season late. I was on a big wave from winning so many of the snowcross events. Finally I started to settle down, but it was too late into the motocross series. Now I feel good, I'm ready to go - and it's the end of the year."

It was also a learning year for 15-year-old Kawasaki rider Darcy Lange. This was Lange's first year racing in the Pro class, and he basically moved up straight from the 80cc class. Lange has picked up fifth place for the season, which was totally unexpected by anyone - including Lange himself. Big plans are brewing around Lange and his career, as he plans to turn Stateside in a couple of years. Lange will surely be the next Canadian treasure.

Results

125 PRO: 1. Jean-Sebastien Roy (Kaw); 2. Blair Morgan (Kaw); 3. Darcy Lange (Kaw); 4. Ryan Gauld (Yam); 5. Chris Pomeroy (Hon).

250 PRO: 1. Jean-Sebastien Roy (Kaw); 2. Blair Morgan (Kaw); 3. Marco Dubé (Suz); 4. Simon Homans (Hon); 5. Lance Richard (Suz).

CMRC CANADIAN NATIONAL MOTOCROSS SERIES FINAL POINTS STANDINGS: 1. Marco Dubé (501); 2. Jean-Sebastien Roy (494); 3. Blair Morgan (487); 4. Marty Burr (375); 5. Darcy Lange (342).

Walters dominates at Glen Helen Motocross

By Beth LaRock

SAN BERNARDINO, CA, AUG. 14

In the fifth round of Stadiumcross action, Glen Helen Raceway and IMS presented the crowd with a diverse evening. White Brothers Yamaha rider Spud Walters made a clean sweep of the 250cc Pro class, while 14-year-old Erik Meyer proved himself by sweeping both motos in the 80cc Intermediate class.

Not only was there exceptional racing throughout the evening, but IMS spokesman Toby Thiel took the opportunity between motos to propose to trophy girl Nicole Fabris. The Stadiumcross crowd cheered while a lightning storm flashed overhead.

Starting strong in the first 250cc pro moto by absconding with the holeshot, Walters held off Ron Gilbert and Jose Polasek. In the third lap, Kawasaki rider Gilbert went down in the front triple, allowing Noleen/IMS rider Polasek to take second. At the finish line, it was Walters with a six-second lead over Polasek. Walters said that although he has raced on the National track at Glen Helen, this was his first time on the Stadiumcross track.

"The whoops are pretty tough. They have some big holes in them towards the end, so you've got to be a little cautious through them. They're pretty technical," said Walters, adding that now that he had experienced the Stadiumcross track, he was looking forward to coming back for future events.

In the second moto, Walters again walked away with the lead. It was the race for second that kept the crowd on their feet. During the first lap, Gilbert and Jason Dubin fought for second, while Polasek sat in the fourth position. In lap two, Dubin pulled up close to Gilbert, trying to find a clean line around him. It wasn't until they reached the back stretch that Dubin was able to pass. Polasek, staying close behind, patiently waited for his opportunity in lap three to cut to the inside of a turn and take the number-three position, in front of Gilbert. While Walters was styling over the triple for the crowd in the last lap, Polasek continued to push hard for second. Dubin gave him an open door by stalling his bike on the turn coming out of the triple. Both Polasek and Gilbert were able to pass the frustrated Dubin in the corner. Polasek held second at the finish, with Gilbert in third. Polasek admitted he was not prepared for moto two. He was watching the marriage proposal of Thiel and Fabris and was caught by surprise.

"Next thing I knew, everyone was on the line," he said. "So I kind of threw my stuff on real quick, went to start and threw it in third gear by accident. I took off in third gear down the straightaway. From there on, I tried to pass relaxed."

"I like Supercross tracks a lot," said Erik Meyer. He proved it by sweeping both motos in the 80cc Intermediate class. In the first moto, Scott Simon took the holeshot, but Meyer took the lead in turn two. On the second lap, Honda rider Nick Alvarez passed Simon to take the number-two position. The three riders in the lead stayed close, but the final result was Meyer, Alvarez and Simon.

In moto two, Alvarez took the holeshot, with Meyer on his back tire. Lap two saw Meyer take the lead from Alvarez in the whoops. By the fourth lap, Meyer gained his rhythm and had a 10-bike-length lead over Alvarez, with Chris McDaniel in third. At the finish line, it was Meyer, Alvarez and McDaniel.

Yamaha rider Jennifer Caputo demonstrated what a gymnastics-trained Hollywood stunt woman can do on a Supercross track. The women racers, riding in their own moto, drew the attention of the crowd. After taking the holeshot in both motos, Caputo dominated the contest. Amber Pickett and Shelly Manaluso battled for second. The final standings found Caputo in first, followed by Pickett in second and Manaluso in third.

The winners of the Stadiumcross race received prizes from Pro Circuit, John Burr Cycle, Skin Grafix, Technosel and Schmipt Performance.

Results

P/W: 1. Bruce Rutherford (KTM); 2. Danny Canada (Cob); 3. Kyle Yarnell (Yam).

60 (0-8): 1. Daniel VanDeezeil (Hon).

60 (9-11): 1. Brandon Spencer (Kaw); 2. B.J. Bohren (Kaw); 3. Andrew Yarnell (Kaw).

80 BEG: 1. Dan Bartz (Suz); 2. Jeff Vaughn (Yam); 3. Shawn Mohr (Hon); 4. Robbie Goolsby (Hon); 5. Ricky Kroft (Yam).

80 NOV: 1. Jarred Brown (Suz); 2. Daniel Nelson (Hon); 3. Justin Workman (Kaw); 4. Danny Mohr (Yam); 5. Andrew Petrie (Kaw).

80 INT: 1. Erik Meyer (Yam); 2. Nick Alvarez (Hon); 3. Chris McDaniels (Hon); 4. Scott Simon (Yam); 5. Kevin Payne.

125 BEG: 1. Mike Davis (Yam); 2. Woody Stahl (Kaw); 3. Shawn Hansen (Yam); 4. Nick Hines (Yam); 5. Brad Goolsby (Yam).

125 NOV: 1. David Sullins (Yam); 2. Michael Aneda (Hon); 3. Dan Worley (Yam).

125 INT: 1. Gerritt Ordelman (Yam); 2. Cory Gibbons (Yam); 3. Sean O'Connor (Yam); 4. Justin Mace (Kaw); 5. Josh Stice (Yam).

125 PRO: 1. Tim Langdon (Kaw); 2. Jason Padille (Kaw).

250 BEG: 1. Steve Bullock (Yam); 2. Gavin Rome (Kaw); 3. Doug Corey (Hon); 4. Garrett Mathews (Hon).

250 NOV: 1. Jimmy Robinson (Kaw); 2. Jon Davidson (Kaw); 3. Toby Thiel (Hon); 4. Britt Adude (Suz)

250 INT: 1. Jimmy Bateson (Kaw); 2. Jeremiah Moore (Hon).

250 PRO: 1. Spud Walters (Yam); 2. Jose Polasek (Yam); 3. Ron Gilbert (Kaw); 4. Jason E. Fields (Yam); 5. Jason Dubin (Suz).

JR VET NOV: 1. Dominic Gaytan (Yam); 2. Matt Morgan (Suz).

VET BEG: 1. Jeff Cardone (Hon).

VET NOV: 1. Glenn Daunch (Hon); 2. David Virlove (Hon).

SR NOV: 1. Randy Danylo (Kaw); 2. Larry Johnson (Yam).

SR INT: 1. Mike Altenhofel (Hon).

WMN: 1. Jennifer Caputo (Yam); 2. Amber Pickett (Suz); 3. Shelly Manaluso (Suz).

Whitaker slays Goliath at Lodi ST and TT

By Mike Law

LODI, CA, JULY 11

If the Lodi Cycle Bowl had its own dictionary, Scott Whitaker's picture would probably be alongside the definition of "giant-killer." While Whitaker, aboard a 500cc Honda, clearly had a disadvantage in the displacement department against the largely contested 600cc field, the crafty veteran definitely made up for it in the skill, determination and finesse departments. Whitaker rode wire to wire to victory on the short track, capturing both the Open B and Vet Combined main events. In winning, Whitaker beat out Robert McDonnell, Richard Arnold and Jesse Vankol; some of the best Open-class riders in the district.

"Holeshot - I got the holeshot, and that meant everything," Whitaker reflected after the race. "I've gotten 16 out of 18 holeshots since coming out of retirement, and that's what it takes to win races here."

Local favorite Brandon Inderbitzin also scored a double as he absolutely demolished the competition in the 80cc class on both the short track and TT. Inderbitzin quickly established the lead both times and was never seriously challenged as he finished ahead of Jared McWhirter and Stewart Barber on the short track, and Nick Moore and Barber on the TT.

Jeff Gabhart easily gobbled up the 250cc short-track combined main event. Gabhart rode flawlessly, as if on rails, as he scored a win ahead of Ted Jaime, Riley Cox and Hisayoshi Kawahara. The second-place finish of Jaime was accomplished with much drama, as Cox quickly closed on Jaime with an all-out drag race to the checkered flag, with Jaime winning by about half a bike length.

Knobby-class rider Joe Cunnington pulled an upset on the TT main event as he chased down the master, Scott Taylor, and then took the lead after several laps. Darrin Gibson, riding midpack, quickly applied the same strategy and passed both Taylor and Cunnington in what turned out to be some of the best racing of the evening. Gibson paced himself perfectly and finished ahead of Cunnington, Hitoshi Aizawa and Taylor.

The laser never lies, as just about the entire Open A short-track field found out as they lined up for the short-track main event. The newly installed starting laser caught just about everyone, creating many restarts and a huge back-row field. Mark Key rocketed off the line with Jesse Sanchez and Rob Damron in hot pursuit. Although Sanchez was later disqualified, Damron applied the pressure and moved up to the rear tire of Key but was unable to make the pass successfully, and he had to settle for second behind the flying Key.

Michelle DiSalvo, Steve Hall and Richard Arnold took to the starting line in the Open TT main, with DiSalvo blistering into the lead ahead of the clawing Hall. Not content to pace herself, DiSalvo continued to extend her lead lap after lap over Hall, who is certainly no slouch in the TT department. At the checkered flag, it was all DiSalvo by a wide margin ahead of Hall, with Arnold motoring home in third.

"I got the holeshot and held on to it the whole time," DiSalvo said. "Steve (Hall) is always good competition, and we go out there and have a good time. Usually we're wheel to wheel. My only special setup was to just ride hard."

Results

Short Track

PP: 1. Alyssa Brionez (Yam); 2. Danielle Caldeira (Yam); 3. Rebecca Law (Yam).

P/W STK A: 1. Anthony Fong (Yam); 2. Frankie Garcia (Yam); 3. Danny McDaniel (Yam).

P/W STK B: 1. Alyssa Brionez (Yam); 2. Rebecca Law (Yam); 3. Kyle Anselmi (Yam); 4. Ryan Law (Yam).

P/W STK C: 1. Danielle Caldeira (Yam); 2. Travis McCarthy (Yam); 3. Jess Garcia (Yam); 4. Shane Jones (Yam); 5. Brandon Hubbell (Yam).

P/W MOD: 1. Bobby Fong (Act); 2. Cody Lambott (Act); 3. Danielle Caldeira (Yam).

P/W KTM: 1. Brandon Hubbell (KTM).

60 A: 1. Ryan Kuntz (Kaw).

60 B: 1. Joe Hernandez (Kaw); 2. Chris Borjas (Kaw).
60 C: 1. Bobby Fong (Kaw); 2. Cody Anselmi (Kaw); 3. Sean Jones (Kaw).
80: 1. Brandon Inderbitzin (Hon); 2. Jared McWhirter (Hon); 3. Stewart Barber (Hon); 4. Nick Moore (Kaw); 5. Jason Grewe (Hon).
250: 1. Jeff Gabhart (Hon); 2. Ted Jaime (Suz); 3. Riley Cox (Hon); 4. Hisayoshi Kawahara (Hon); 5. Freddy Poli (Yam).
500 A: 1. Harlund Johnson.
500 C: 1. Jason Paoli (Hon); 2. Michael DeHoyes (Hon); 3. Gary King (Yam); 4. Joe Cerro (Yam); 5. Scott Jacque (Yam).
OPEN A: 1. Mark Key (W-R); 2. Rob Damron (Hbg); 3. Kevin Bricker (Hon); 4. Michelle DiSalvo (W-R); 5. Levi German (W-R).
OPEN B: 1. Scott Whitaker (Hon); 2. Richard Arnold (Rtx); 3. Marty Weisler (Rtx); 4. Paul Sandburn (Rtx); 5. Jesse Vankol (Yam).
VET A: 1. Robert McDonnell (H-D); 2. Jon Eichelbaugh (Yam).
VET B: 1. Scott Whitaker (Hon); 2. Robert McDonnell (H-D); 3. John Frank (Yam).
KNBY: 1. Joe Cunnington (Kaw); 2. Scott Taylor (Yam); 3. Hitoshi Aizawa (Suz).
VINT 40+: 1. Jon Eichelbaugh (Yam); 2. Roger Hamilton (Yam); 3. Scott Eichelbaugh (Yam); 4. Cory Schmuck (Hon); 5. Carter Fisher (Bul).
PRO AM: 1. Jesse Sanchez (Rtx); 2. Rob Damron (Hbg); 3. Michelle DiSalvo (W-R); 4. Levi German (W-R); 5. Mike Gallaty (Rtx).

TT

PP: 1. Alyssa Brionez (Yam); 2. Rebecca Law (Yam).
P/W STK A: 1. Anthony Fong (Yam); 2. Danny McDaniel (Yam).
P/W STK B: 1. Kyle Anselmi (Yam); 2. Alyssa Brionez (Yam); 3. Ryan Law (Yam); 4. Rebecca Law (Yam).
P/W STK C: 1. Jess Garcia (Yam); 2. Brandon Hubbell (KTM); 3. Danielle Caldeira (Yam); 4. Travis McCarthy (Yam); 5. Shane Jones (Yam).
P/W MOD: 1. Bobby Fong (Act); 2. Cody Lambott (Act).
60: 1. Bobby Fong (Kaw); 2. Joe Hernandez (Kaw); 3. Ryan Kuntz (Kaw); 4. Chris Borjas (Kaw); 5. Cody Anselmi (Kaw).
80: 1. Brandon Inderbitzin (Hon); 2. Nick Moore (Kaw); 3. Stewart Barber (Hon); 4. Jason Grewe (Hon).
KNBY: 1. Darrin Gibson (Hon); 2. Joe Cunnington (Kaw); 3. Hitoshi Aizawa (Hon); 4. Scott Taylor (Yam).
OPEN: 1. Michelle DiSalvo (W-R); 2. Steve Hall (Yam); 3. Richard Arnold (Hon).

Faulkner flies at KB Supercross

By Bret Eckert

SACRAMENTO, CA, AUG.14

Round one of the KB Racing Promotions/ Holeshot Moto Accessories/MC Concepts/ Carmichael Honda-sponsored Northern California Fall Motocross Series began with a bang. Trevor Faulkner captured the win in the ultra-competitive 50cc (4-6) Beginner class. Faulkner earned the overall for the night with a solid third-place finish in moto one and a stunning come-from-behind second-moto victory. With four rounds of the Fall Motocross Series remaining, he holds a slim three-point advantage over challenger Keith Knight.

The riders were greeted with a fresh track layout, as the Ken Breneisen-designed circuit was built with everyone in mind. This would challenge riders of all skill levels, from the Pro-Am aerial artists to the Pee Wee Shafties. Fifteen future bermbusters lined up for the start of moto one of the 50cc Beginner class and when the premix in turn one cleared, Holeshot Moto Accessories-backed Keith Knight of Antelope had grabbed the early lead. Pressuring him hard was Ian Murray on a Cobra, the KTMs of Ty Keenom and Faulkner, and Preston Myers on a Lem. The riders sorted themselves out for a couple of laps, checking out the new course, and on the third lap the serious action began. Keenom, sponsored by Frontier Cycles/Synergyn Oils out of Sonora, and Faulkner, from Napa, combined their efforts and displaced Murray back to fourth. With the battles up front commanding everyone's attention, Mike Hernandez - on a Moto-X Headquarters/Edge Sports-backed KTM out of Lodi - was quietly making up from a ninth-place first-lap standing to fifth by the end of lap three.

The top runners held on to their positions to the finish, with Knight taking a start-to-finish win, Keenom in second, and Faulkner coming across with a third.

The Cobra minicycle of Nevada City's own Ian Murray led the charge in moto two. Knight gated well and nailed down a solid second, with Faulkner, Keenom and Jared Ney rounding out the top five. On the second lap, Hernandez, with an improved sixth-place start, began his drive toward the front sooner than he had in the previous moto, and he zapped Ney on lap two. The third lap was the one to watch, as all the top spots changed hands, with Faulkner coming out on top, rocketing from third all the way to first. Murray took over the third-place position as Hernandez blasted past Keenom to take over fourth. Hernandez didn't stop there: On the very next lap, he took over second in one smooth swoop, as Knight dropped to fourth and Murray hung on to third. At the checkers, Faulkner sailed across the tabletop, styling with a winning clicker to the spectators, with Hernandez not far back in second. Murray held on to third, Knight took fourth, and Roseville Rock and Ready Mix-backed Ney rounded out the top five.

Faulkner's 3-1 finishes bested Knight's 1-4 for the overall, as Hernandez's 5-2 tally was good for third by virtue of the second-moto tie-breaker rule over Murray's 4-3 for fourth. Dillon Moore made it into the top five overall with consistent 6-6 moto finishes.

Results

PW/JR/Z BEG: 1. Kyle Tigert (Yam); 2. Joel Fittro (Yam); 3. Stuart Luper (Yam); 4. C.J. Barham (Yam); 5. Nicholas Bacchini (Yam).
50 (4-6) BEG: 1. Trevor Faulkner (KTM); 2. Keith Knight (KTM); 3. Mike Hernandez (KTM); 4. Ian Murray (Cob); 5. Dillon Moore (KTM).
50 (7-9) BEG: 1. Jared Lang (KTM); 2. Aaron Alvis (KTM); 3. Chad Smith (Cob); 4. Jeffrey Nickell (Lem); 5. Adam Bushey (Hus).
50 NOV: 1. Eric Poth (Cob); 2. Brian Foster (Lem); 3. Dylan Ney (KTM); 4. Stenson Womack (Lem); 5. Jake Larson (Lem).
65 BEG: 1. Justin Martin (Hon); 2. Stenson Womack (Kaw); 3. Joey Harris (Kaw); 4. Eric Byfield (Kaw); 5. Sean Stommel (Kaw).
65 NOV: 1. Ryan Ferris (Kaw); 2. Beau Wiegand (Kaw); 3. Kevin Byfield (Kaw); 4. Bryan Perry (Kaw); 5. Brad Kelly (Kaw).
85 (8-12) BEG: 1. Rocco Curci (Kaw); 2. Ryan Ferris (Suz); 3. Jared Morrison (Yam); 4. Aaron Makinen (Suz); 5. Troy Plunkett (Kaw).
85 (13-16) BEG: 1. Carson Meyers (Yam); 2. Rory Radavich (Hon); 3. Jason Wackerly (Yam); 4. Tyler Bird (Yam); 5. John Van Dyke (Kaw).
85 NOV: 1. Eric Nye (Yam); 2. Kyle Rytter (Hon); 3. Jeremiah Gerber (Yam); 4. Thomas Bushey (Kaw); 5. Mark Hall (Suz).
125 SCHBY BEG: 1. Chris Van Meter (Yam); 2. Brian Fetrow (Kaw); 3. Josh Jenkins (Yam); 4. Ryan Cecil (Suz); 5. Joel Tenney (Suz).
125 SCHBY NOV: 1. Kevin McGovern (Yam); 2. Casey Ahrens (Yam); 3. Bobby Meyers (Yam); 4. Kyle Marsalla (Kaw).
125 BEG: 1. Michael Carnes (Yam); 2. Keith Flores (Kaw); 3. Jeff Dix (Kaw); 4. Brian Brunson (Suz); 5. Ross Rocco (Kaw).
125 NOV: 1. Sean Reath (Suz); 2. Kevin McGovern (Yam); 3. Dan DuNuzzo (Hon); 4. Cory Bunse (Hon); 5. Curtis Tackley (Kaw).
250 BEG: 1: Jason Gerbi (Hon); 2. Josh Carney (Yam); 3. Paul Gerbi (Hon); 4. Bryan Gambill (Kaw); 5. Cory Schaefers (Hon).
250 NOV: 1. Tim Keeney (Hon); 2. Waylon Hall (Hon); 3. Tim Stowe (Suz); 4. Greg Vlahos (Yam).
PRO-AM: 1. Kelly Andris (Kaw); 2. Scott Davis (Suz); 3. Jeremiah Israel (Yam); 4. Chris Vendley (Suz); 5. Ben Weisenberg (Yam).
25+BEG: 1. Gary Whitaker (Suz); 2. Jon Keller (Yam); 3. Jon DeRoco (Hon); 4. Mike Gonzalez (Hon); 5. Sean Fries (Hon).
25+ NOV: 1. Curtis Tackley (Kaw); 2. John Moore (Kaw); 3. Cody Landers (Yam); 4. Bob Mitchell (Hon); 5. Ben Mies (Kaw).
VET BEG: 1. Kim Darwazeh (Suz); 2. Rick Forbes (Suz); 3. Kirk Shorter (KTM); 4. Don Robinson (Hon); 5. Louis Webb (Hon).
VET NOV: 1. Cody Landers (Yam); 2. Rick Cervantes (Kaw); 3. Dan DeNuzzo (Hon); 4. Bob Mitchell (Hon); 5. Roger Newman (Hon).
VET INT: 1. John Moore (Kaw); 2. Bret Maddock (Kaw).
O/T BEG: 1. Joe Schmid (KTM); 2. Chuck Shipley (Hon); 3. Charles Price (Hon); 4. Louis Hodge (Hon).
O/T NOV: 1. Jim Breneisen (Hon); 2. Kim Darwazeh (Suz); 3. Stuart Nelson (Hon); 4. Randy Newton (Kaw).
O/T EX: 1. Peter Crowell (Kaw).

Scroggins sets record at Cahokia Creek Hillclimb

By Bud Northrup

WHITE CITY, IL, AUG. 8

John Scroggins of Staunton, Illinois, picked up his first Fast Time trophy of 1998 at the Cahokia Creek Dirt Riders night hillclimb on their newly designed hill near White City, Illinois. Scroggins overtook Mark Shafer in second-round action. Scroggins delivered an outstanding 3.808-second ride on his CR500, which not only took the class win and set the fast time, it also set a new hill record. Shafer had turned a 3.97-second time on his KX500 on the first round to take the lead. He then delivered a nearly identical 3.99 seconds on his second ride, making the 3.80-second run of Scroggins even more impressive. "Fast Andy" Fortner ran a 4.027 time on Jason Northrup's CR500, which was good for third place. Brian Weston and Mark Sledge, both on Hondas, filled out the top five spots.

Fortner had a good night. He collected two wins to go with his 600cc third. His first win

(Above) Bobby Schwartz was on fire as he took first in the Scratch semi in Riverside, California.
(Left) Bill Silverthorn took the win in the Seniors Over 50 class at the new Temecula Speedway in California.

came in the 250cc class, in which he nailed a 4.050-second time on his Suzuki, overtaking Kevin Cappello, who had taken the first-round lead with a 4.16-second run on his KX250. Fortner's second win came in the 750cc class, in which he delivered a third 4.0-second run on his Kawasaki triple. His 4.058-second first-round ride was good for the win, well ahead of Jim Redpath and his Yamaha with a 4.834-second second-place time.

Randy "Buzz" Green apparently has all the bugs worked out of his newly built Harley Open-class machine, as he rode it to two class wins. Green turned an excellent 3.998-second time on his first ride in the Open class and skipped his second, as no one could top him. "Flyin'" Bob Fisher came close, riding his Superior Cycle Sportster over the top in 4.067 seconds for second place. Steve Shafer claimed third on his Harley in 4.216 seconds. The Pushrod class was a near repeat of the Open class, as Green posted a good 4.015-second time on his first run. Fisher again challenged hard, nailing a fine 4.088-second time on his Sportster, but he had to settle for second place. Steve Shafer took the third-place trophy with a 4.146-second run on his Harley.

Becky Williams from Georgetown, Illinois, was also a double class winner. Her first win came in the 85cc Youth class, in which she padded her substantial points lead with a 5.443-second winning run on her KX80. Billy Short was the only other mini rider to clear the top, taking the second-place trophy with a 6.625-second time on his Honda. Williams' second victory came in the 200cc class, in which she currently holds second place in the points standings. This win wasn't as easy as her first, however, as her first-round time of 5.54 seconds had her in fourth place at intermission, behind Scott Sheets, Mark Goodman and Ryan Duff. In second-round action, however, Williams flew her KX125 over the top in a blazing 4.45 seconds to take the lead. Sheets responded with a good 4.705-second run to take the second-place trophy on his KDX200.

Results

FAST TIME: John Scroggins (Hon).
50 AUTO: 1. Blake Cappello (Lem); 2. Nicholas Burke (KTM).
85 YTH: 1. Becky Williams (Kaw); 2. Billy Shoft (Hon); 3. Randy Williams (Kaw); 4. Jacob Tackett (Yam); 5. Sean Emmenderfer (Kaw).
200: 1. Becky Williams (Kaw); 2. Scott Sheets Jr. (Kaw); 3. David Summers (Hon); 4. Mark Goodman Jr. (Kaw); 5. Richard Sergott (Kaw).
250: 1. Andy Fortner (Suz); 2. Kevin Cappello (Kaw); 3. Jason Lemon (Kaw); 4. Roy Senaldi (Yam); 5. Curt Adams (Kaw).
400: 1. John Potter (Suz); 2. Ryan Duff (Hus); 3. Bill Stark (Hon).
600: 1. John Scroggins (Hon); 2. Mark Shafer (Kaw); 3. Andy Fortner (Hon); 4. Brian Weston (Hon); 5. Mark Sledge (Hon).
750: 1. Andy Fortner (Kaw); 2. Jim Redpath (Yam); 3. Brent Land (Hon); 4. Bob Filling (Yam).
OPEN: 1. Randy Green (H-D); 2. Bob Fisher (H-D); 3. Steve Shafer (H-D); 4. Jerrod Lindquist (Kaw); 5. Tom Compton (Kaw).
SR: 1. Richard Potter (Yam); 2. Gayle Jenkins (Hon); 3. Tim Wiggins (Tri); 4. Tom Compton (Kaw); 5. Mark Goodman Sr. (Kaw).
PSHRD: 1. Randy Green (H-D); 2. Bob Fisher (H-D); 3. Steve Shafer (H-D); 4. John Jolliff (H-D); 5. Tim Wiggins (Tri).

Third time's a charm for San Diego Flat Track

By Fred Windum

TEMECULA, CA, AUG. 15
The San Diego Flat Track Association's third AMA District 37/38 race at the new Temecula Speedway came off under the lights with a track that got faster and smoother as the night wore on.

Maurice Ortega led the brakeless Classic 250s ahead of Vince Graves, Jeff Apple and John LeFevre. Graves got by on the back straight, only to have Ortega pass inside to take the lead back. Graves pulled up side by side with Ortega in turn one, the two Bultaco riders staying there three-quarters of the way around the track. Graves had speed on Ortega everywhere except where it counted: across the finish stripe. Ortega held on to the lead ahead of Graves, Apple and LeFevre.

Yamaha rider Don Frauenberger left the line in front of the 250cc Pro-Sport race, never looking back to see the fight behind him. Joe Steffen pulled in behind for a short-lived trip in second, getting zapped in turn two. Richard Pollock went so wide and fast that he was using the outside grader berm to get around Steffen and into the runner-up position. John Dupree, on a Honda 350 thumper, hugged the pole to drive inside for third. Steffen pulled back up on Dupree, passing outside in turn four to take back the third spot. Pollock was slowly gaining on Frauenberger, but he got excited and dived into turn three way too hot and wide. Frauenberger held the lead, ahead of Pollock's Kawasaki, while Dupree worked back by Steffen for third. Ryan Fisher and Ron Garcia trailed in fifth and sixth.

The Bomber class is home to the bikes too new to be vintage but not quite up to the task of competing with the current 600ccs. Still, when you put eight or 10 of them together, there is usually a battle. Temecula was no exception. Dave Johnson led the herd of TT500s into turn one for his turn in the lead. Bill Formby went wide and outside to charge ahead down the back straight. Formby had Steve Kukla, Johnson and the lone Honda of Mark Aragon on his heels. Kukla tried a move for the lead inside Formby. As both riders drifted wide, Aragon shot inside to pass both and move to the front. Kukla settled into second, with Formby, Johnson and Richard Fox in tow.

The Pro-Sport 600cc contest was scheduled as the final race of the night. After a quick drag and a sprinkle of water, the fast guys lined up two rows deep, facing the best racing surface of the night. With the toss of the green flag, the racers were three deep going into turn one. Jim Kesler led Travis Petton, John Dupree and Rick Reed down the back chute and around to lead lap one. Petton stuffed inside Kesler in turn three to take the point, while Reed went flying high and wide into the corner to pass Dupree, pulling in right behind Kesler for the third spot. Back in the pack, Perry Proiette started to move up after a poor start, passing Rick Schroeder and pulling in behind Dupree for fifth. A lap later he was by Dupree and on Reed's tail. Reed was still riding the high line, slowly gaining on Kesler, when Proiette pulled a classic slide job on the inside and took Reed's line and the third position.

Petton had built up a bit of a lead over Kesler while he was trying to stay ahead of the Proiette-and-Reed battle. Reed changed strategies, going low inside of Proiette in turn three to pull in behind Kesler. He took Dupree along and dropped Proiette back to fifth. Reed tried going wide around Kesler, not quite getting the drive to pass, and switched to the low line he had used earlier, pulling into second as the white flag waved. Petton's lead had shortened and Reed was on the gas, trying to catch the leader on the final lap, going wide into three and carrying a lot of speed. Coming out of four, both riders gave it all they had. Petton got to the line just ahead of Reed, followed by Kesler, Proiette, Dupree and Schroeder.

Results

VINT 250: 1. Chuck Claydon (Yam); 2. Maurice Ortega (Bul); 3. Bruce Reynolds (Bul); 4. Steve Gorby (CZ); 5. Chris Apple (Bul).
SPTSMN 250: 1 Don Frauenberger (Yam); 2. Joe Steffen (Yam); 3. Brad Wooton; 4. Mark Prescot (Yam); 5. Ron Howell (Suz).
CLSSC 250 (NO BRAKES): 1. Maurice Ortega (Bul); 2. Vince Graves (Bul); 3. Jeff Apple (Hon); 4. John LeFevre (Hus).
BMBR: 1. Mark Aragon (Hon); 2. Steve Kukla (Yam); 3. Bill Formby (Yam); 4. Dave Johnson (Yam); 5. Richard Fox (Yam).
250 PRO-SPT: 1. Don Frauenberger (Yam); 2. Richard Pollock (Yam); 3. John Dupree (Hon); 4. Joe Steffen (Yam).
SR 50+: 1. Bill Silverthorn (Yam); 2. Richard Fox (Yam); 3. Marshall Jennings (Yam); 4. Clark Edgington (Tri); 5. Cecil Oswald (Tri).
VET 35+: 1. Rick Reed (W-R); 2. John Garcia (W-R); 3. Keith Bradford (Yam); 4. Richard Pollock (Yam); 5. Marvin Moore (W-R).
SPTSMN 400: 1. Don Frauenberger (Yam); 2. Richard Pollock (Yam); 3. Brad Wooton; 4. Vince Graves (Bul); 5. Kevin Krough (Hus).
SPTSMN 600: 1. Elliott Iverson (W-R); 2. Shane Scott (Rtx); 3. Bill Silverthorn (Yam); 4. Jim Grant (W-R); 5. Randy Reed (Yam).
750 TW: 1. Don Frauenberger (Yam); 2. Dave Johnson (Tri).
60 PRO-SPT: 1. Travis Petton (W-R); 2. Rick Reed (W-R); 3. Jim Kesler (W-R); 4. Perry Proiette (W-R); 5. John Dupree (Hon).

Schwartz, Oxley shine at Costa Mesa Speedway

By Elaine Jones
Photo by Mike Basso

COSTA MESA, CA, AUG. 15
It was Stanley Exhaust Night at Costa Mesa Speedway, but it was Veterans Bobby "Boogaloo" Schwartz and "Rad" Brad Oxley who stole the show. They showed the kids how it's done by winning the Scratch and Handicap mains, respectively. The two riders have more than 40 years of combined riding experience.

On the Scratch side of the program, the first heat saw John Aden put together a picture-perfect ride, as he came off the pole and went to the front and was never seen again. Charlie "The Edge" Venegas was working the outside dirt and he came away with second. Richard Jones was in a battle with Charlie Cooley and was able to hold him off for third. The final spot went to Jason Chism, who had to come from the penalty line after touching the tapes.

In the second heat, it was Schwartz who outgated the field and went wire to wire, using his famous round-track style of riding. Shawn "Mad Dog" McConnell came from the five gate. He dropped down on the pole to fall behind Schwartz for second, with Bakersfield riders Rick Pearce and Randy DiFrancesco in a war for third. The nod in this duel went to Pearce. Johnny Walker picked up the fifth spot.

Chris "The Kid" Manchester showed the style that made him the youngest National Champion ever as he went wire to wire in the third Scratch heat. Oxley and Ken Baur battled for second, but it was Oxley on the low line who came away the top dog in this one. Brian Burch and Robbie Sauer were fourth and fifth.

The fourth heat was a war as Gary Hicks broke from the pole and went out on top. Behind him, Gary Ackroyd and Andy "The Enforcer" Northrup were bumping handlebars as they fought for second. Ackroyd took it all the way to the wire, but it was Northrup by the width of a wheel at the checkered flag that robbed him of second and moved him to the semi. David Taylor was fourth.

The first Scratch semi had Northrup on the pole, with Schwartz in two and Aden in three. On the far outside, it was Oxley. Aden cut the best gate, but Schwartz got through on the inside and came out of the corner on top. Aden tried to come back on the inside but Schwartz shut the door on him and he settled for second, which still got him a place in the main. Northrup and Oxley were third and fourth, and they would have one more shot in the last-chance qualifier.

The second Scratch semi saw Hicks on the pole, with Manchester in two and McConnell in three. On the outside, in five, it was Venegas. On the first try, it was Hicks who touched the tapes, and he was sent to the penalty line. Manchester read the gate the best and went out on top. Venegas went to work on the outside, and before one lap was in the books he was in the lead, with Manchester second. Both riders were content to finish one-two and wait for the main-event match-up. McConnell and Hicks would get one more shot in the LCQ.

McConnell drew the pole for the LCQ. Next to him in two was Hicks, with Oxley in four and Northrup in five. McConnell came off the pole like a rocket but he left too much space between him and the PVC and that was all Hicks needed to slip underneath and come up with the lead. Oxley followed Hicks through, running second and looking for the opening that would get him by Hicks. Hicks never made a mistake and he grabbed the final spot for the main. McConnell and Northrup finished third and fourth.

The Scratch main had the draw for the pole go to Schwartz, with Venegas in two and Aden in three. Manchester drew the four slot, with Hicks on the far outside in five. The first try at a go saw Venegas get tangled up when his visor caught the tape. The ref deemed he was rolling and he was given a warning. The second time they lined up, it was a clean start, but Venegas and Aden tangled in three, with both going down. Aden was charged with causing the red and he was sent to the pits. They lined up for the third time. Again there were problems on the line when Manchester got into the tapes, and he was sent to the penalty line. They finally got the race started. Schwartz went into his round-track mode and was impossible to get around. Venegas tried every trick in the book and had to settle for second. Manchester came away with third, and Hicks' bad luck continued to plague him as he broke down again.

On the Handicap side of the program, Venegas and McConnell came from the 60-yard line and ran down Cooley with two laps left. David Taylor got by Cooley at the last second to take the final transfer spot.

The second heat saw Sauer off on top. Northrup came from the 40 and then reeled him in with only two laps in the books. Chism was the next one to get by, and Schwartz had gotten through traffic from the 60 to pick up the final transfer spot. Walker was the final rider to get by Sauer to pick up fourth.

The third heat saw Rick Pearce run down rookie Kit Nay two laps in to take the lead and go on for the win. Oxley came from the 60 to pick up second, with Ackroyd holding off Manchester for the final transfer spot.

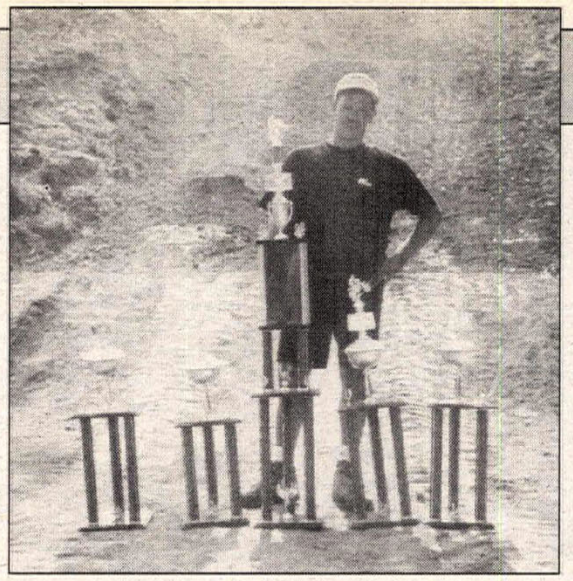
The final heat had John DeFries, from the 10, out on top. Two laps in, Baur and DiFrancesco tangled, bringing out the red. DiFrancesco was sent to the penalty line on the single-file restart, and with three laps to go it looked like DeFries would pull it off. Hicks got through on the white-flag lap for the win, and it was a photo finish for second, with DeFries taking second from Aden. Both would transfer up. Jones was fourth, with DiFrancesco riding so close that Jones' left boot was unbuckled. Baur was sixth.

The first Handicap semi saw Taylor take it wire to wire. Chism got a lot of pressure from Northrup and it was a close one at the flag, with the nod going to Chism. Northrup was third, with the final spot going to McConnell. Venegas and Schwartz did not make it to the main.

The second Handicap was all Pearce, as he went out hard and moved DeFries out of the way to go wire to wire. Hicks got by Ackroyd on the white-flag lap. Oxley and Aden did the same thing, and the top four were on their way to the main event.

The lineup had no one on low yardage. Taylor, Chism and Pearce shared real estate on the 30. Northrup had the 40 to himself, as did Aden on the 50. Back on the 60 were McConnell, Hicks and Oxley. Eight riders, eight laps. When the gate came up, Chism got the call and went out on top. Pearce was running second, but Aden got through on the inside to take over that spot by the end of two. Meanwhile, the boys from the 60 were on the move, and by the fourth lap it was Oxley running third and McConnell in fourth. One lap later, Chism was out because of bike problems and Aden was running in the top spot. As has happened all year, Oxley found a way by and took it at the checkered. McConnell was third, with Pearce fourth and Northrup fifth; Hicks and Taylor were sixth and seventh.

There were no Sidecars scheduled, but four showed up. The main event had the team of Alan Hall and Dirk Votaw out on top, with Duane Carmont and Richard Tailing in second, and Jeff Carr and Mike Moreno in third. Things switch around real quick with these guys, and when they came around again, it was Carr and Moreno on top, with Hall and Votaw in second and Carmont and Tailing in the infield. On the



(Above) Duane Quale put it all together to top the Over The Hill Gang's Intermediate class at Barona Oaks Motocross Park. (Above left) Andy Fortner had three class wins and the fastest time at the District 17/Illinois State Championship event.

final lap, it was Hall and Votaw who got the drive out of four, and they got the inside line to the checkered and the win.

Bryan Thompson took the win in the Support main, topping Joe Winston and Sean Larned. The Support B win went to Mark Prentice in a wire-to-wire go. Following him home were Gerry Duttweiler and Sean McDougall.

The fun event of the night was the Stanley Exhaust Tech Motorcycle Demolition Derby. The riders could use any kind of bike and/or scooter. There were two balloons attached to the bike or rider and a baseball bat, which had to be plastic. Limited to the area between turns one and two (marked off with lime), the object was to break the opponents' balloons. If you lost your balloon or fell off your bike, you were out. The last rider with a balloon unbroken was the winner. It came down to Gary Ackroyd and Charles "Dukie" Ermolenko. Ackroyd broke Ermolenko's balloon but there was one small problem: He had fallen off the bike to do so. Ermolenko was declared the winner. It was the first time anyone has seen Ermolenko on a bike since he broke his leg earlier this year. He still has a bad limp, but he said that he hoped to be back in action in a couple of weeks.

Results

SCR: 1. Bobby Schwartz (GM); 2. Charlie Venegas (GM); 3. Chris Manchester (Jaw); 4. Gary Hicks (GM); 5. John Aden (Jaw).

HDCP: 1. Brad Oxley (GM); 2. John Aden (Jaw); 3. Shawn McConnell (GM); 4. Rick Pearce (Jaw); 5. Andy Northrup (Jaw).

SDCR: 1. A. Hall/D. Votaw (Yam); 2. J. Carr/M. Moreno (Kaw); 3. D. Carmont/R. Tailing (Hon).

SUP: 1. Bryan Thompson (Jaw); 2. Joe Winston (Wes); 3. Sean Larned (Jaw); 4. Marvin Sonnier (Jaw); 5. Greg Starcevic.

SUP B: 1. Mark Prentice (Jaw); 2. Gerry Duttweiler (Jaw); 3. Sean McDougall (Jaw); 4. Brent Smith (Jaw); 5. Michael Mattocks (Jaw).

Fortner fantastic at State Championship Hillclimb

By Bud Northrup

MOUNT VERNON, IL, AUG. 15

The King City Dirt Riders hosted the 1998 District 17/Illinois State Championship hillclimb on their hill just outside of Mount Vernon, Illinois. The club did an outstanding job of redesigning and lengthening their hill, as well as vastly improving their entire clubgrounds. Their good work paid off, as the state championship event drew 116 riders and perhaps as many as a thousand spectators.

Andy Fortner had a nearly perfect night as he demonstrated why he is called "Fast Andy." Fortner picked up three class wins and also claimed a beautiful Fast Time trophy. The fast time was delivered in the 600cc class, and was a come-from-behind effort. Mark Shafer had blitzed the hill on his first ride in an excellent 4.698 seconds, to take the class lead and fast time into intermission. Fortner turned in a 4.893-second ride to sit in the second spot at the break, the only other rider to break the five-second mark. In second-round action, however, "Fast Andy" flew his CR500 over the top in a blazing 4.690 seconds to take the win and set the fast time only eight-thousandths of a second quicker than Shafer. Shafer crashed hard on his second ride in a full-throttle attempt to regain the lead. John Scroggins broke into the fours with a 4.967-second run on his Honda for third place, followed by Honda riders Jason Northrup and Mark Sledge.

Fortner also claimed the win in the 250cc class aboard his Suzuki. This was also a come-from-behind effort, as he found himself in fourth place at intermission, behind Mark Goodman Jr., Mark Shafer and Kevin Cappello. Goodman had taken his KX250 over in a fine 5.146 seconds to take the first-round lead, but Fortner sailed his RM250 over in the second round in a sizzling 5.034 seconds to move out in front. Goodman couldn't improve on his first run and had to settle for second, while Cappello moved around Shafer into third place with a 5.225-second run on his KX250. Don Barber carded a good 5.607 seconds on his Suzuki for the fifth-place trophy.

Fortner's third win came on his CR250 in the Stock class, in which he delivered back-to-back rides of 5.597 and 5.596 seconds to take the win. Mark Goodman Jr. finished second behind him in this class also, running 5.937 seconds on his KX500, with Jason Northrup coming in third on his YZ400F thumper in 6.152 seconds. Gary Edmison and Charles Walker placed fourth and fifth.

Fortner actually came within four-thousandths of a second of winning four titles, as he took the first-round lead in the 750cc class on his Hondasaki triple with a 5.746-second time. Jason Northrup, however, blasted his own Hondasaki triple over in the second round, stopping the clock in 5.482 seconds. Fortner came so close to another win, topping the hill in 5.486 seconds on his second ride, but he had to settle for second in this class. John Hillard, Jim Redpath and Jacob Bailey rounded out the top five in the class.

Results

50 AUTO: 1. Blake Cappello (Lem); 2. Jonathan Chesney (Yam); 3. Tommy Bruce (Hon); 4. Holly Hayes (Suz).

85 YTH: 1. Nick Mayo (Hon); 2. Becky Williams (Kaw); 3. Jacob Tackitt (Yam); 4. Tyson Sargent (Suz); 5. Donnie Barber (Kaw).

200: 1: Gary Edmison (Suz); 2. Matt Weaver (Kaw); 3. Mark Goodman Jr. (Kaw); 4. Ray Aguilar (Suz); 5. Jim Nyman (Yam).

250: 1. Andy Fortner (Suz); 2. Mark Goodman Jr. (Kaw); 3. Kevin Cappello (Kaw); 4. Mark Shafer (Hon); 5. Don Barber (Suz).

400: 1. Paul Hillard (Yam); 2. Doug Gillespie (Yam); 3. Steve Shafer (Yam); 4. Steve Dougherty (KTM); 5. Jason Northrup (Yam).

600: 1. Andy Fortner (Hon); 2. Mark Shafer (Kaw); 3. John Scroggins (Hon); 4. Jason Northrup (Hon); 5. Mark Sledge (Hon).

750: 1. Jason Northrup (Kaw); 2. Andy Fortner (Kaw); 3. John Hillard (Kaw); 4. Jim Redpath (Yam); 5. Jacob Bailey (Tri).

OPEN: 1. Bob Fisher (H-D); 2. Jerrod Lindquist (Kaw); 3. Buzz Green (H-D); 4. John Hillard (H-D); 5. Steve Shafer (H-D).

SR: 1. Scott Pierce (Hon); 2. Kevin Weaver (Hon); 3. Craig DeHart (Kaw); 4. Tom Rollins (Hon); 5. Gayle Jenkins (Hon).

PSHRD: 1. Bob Fisher (H-D); 2. Steve Shafer (H-D); 3. Tim Wiggins (Tri); 4. Terry Bailey (H-D); 5. Buzz Green (H-D).

STK: 1. Andy Fortner (Hon); 2. Mark Goodman Jr. (Kaw); 3. Jason Northrup (Yam); 4. Gary Edmison (Suz); 5. Charles Walker (Hon).

FAST TIME: Andy Fortner (Hon).

Quale conquers Barona Oaks Motocross

By Christopher Sanchirico

RAMONA, CA, AUG. 9

Mid-Cities Kawasaki-backed Duane Quale put it all together to top the Over The Hill Gang's Intermediate class at Barona Oaks Motocross Park.

The hotly contested Intermediate class provided some of the most exciting racing of the day, with the likes of Quale, Kyle Parsons, Phil Means and Scott McDonough in the contest.

It doesn't matter what bike he is on; you can count on Means leading the field to the first turn. Also in hot pursuit of the holeshot were RM-mounted Parsons and Quale. The three riders quickly broke away from the back to make it a three-man race. YZ 400 rider Means would maintain the lead until the two-lap sign came out, when Cryolabs proprietor Parsons decided to mount his charge and take the lead away from him. Means would not surrender and tried desperately to retaliate. In the third spot, Quale was looking for a way around Means. At the finish it was Parsons by a wheel, with Means second and Quale a very close third.

Amazingly, Means did not get the holeshot in moto two; instead, it was the KX of Quale that got there first, with Meliton Morales, Means and Parsons giving chase. At the end of the first lap, an overeager Parsons entered the finish-line turn too hot and caught Mean's rear wheel, taking a soil sample. Parsons remounted in last place but would later redeem himself by charging to the front of the pack. Up front, Morales took the lead away from Quale, with Means in third. Quale retook the lead through the whoop section and built a slight cushion. Meanwhile, Parsons was on the move, his Cryolabs RM slicing through the pack with McDonough on his heels. Parsons had the whoop section dialed and worked his way into second place and into a position to take the overall. With one lap to go, the battle for the overall became intense. Quale was in the lead, with Parsons and McDonough battling for second. With half a lap to go, McDonough passed Parsons for the second spot, giving Quale the well-deserved overall of the day. Parsons' amazing charge from the back of the pack granted him second for the day, with Means grabbing the final podium position.

In the Over 38 Novice class, Southland Suzuki-backed John Adams put in two impressive come-from-behind victories to go 1-1 on the day for the overall. Adams, riding a 125, was outmuscled on the start by the bigger 250s. Adams' smooth and consistent style proved to be the winning strategy, as he was able to cut through the field to take the checkers. Steve Evans had the starting gate wired as he used his two holeshots to finish second overall. Evans led most of both motos, having the speed but lacking the stamina to secure the victory. Finishing third on the day was Douglas Stephans. Stephans ran two consistent motos, going 4-4 to take third overall.

Results

BEG: 1. Chris Mulvania; 2. Jeff McEntee; 3. Matt Ramirez; 4. Kirby Smith; 5. Chuck Elsa.

38+ BEG: 1. Felipe Cueto; 2. Larry Campbell; 3. Craig Martin; 4. Shelly Danylo; 5. Marie McMillen.

NOV: 1. Eric Barr; 2. Kip Contreras; 3. Tommy Flenniken; 4. Steve Jackson; 5. Doug Lovett.

38+ NOV: 1. John Adams; 2. Steve Evans; 3. Douglas Stephans; 4. Anthony Matthews; 5. James Holman.

INT: 1. Duane Quale; 2. Kyle Parsons; 3. Phil Means; 4. Meliton Morales; 5. Clifford Jennings.

38+ INT: 1. Matt McBride; 2. Daniel Smith; 3. Joe Stem; 4. Marty Westerman; 5. Jim Roth.

EX: 1. Steve Piattoni; 2. Chris Sanchirico; 3. Steve Zwinger; 4. Chuck Bennet; 5. Bruce Criswell.

38+ EX: 1. Mike Altenhofel; 2. Greg Green; 3. Rick Purcell; 4. Rob Townley; 5. Mike Barlow.

PRO: 1. Dan Berg; 2. Jim Henn; 3. Mark Johnson; 4. Randy Danylo; 5. Tom Bell.

Beckwith whales at Whaleback Hillclimb

By Bud Northrup

ENFIELD, NH, JULY 26

The 1998 AMA Youth/Amateur National Hillclimb Championship was held on July 25 and 26 at the beautiful Whaleback Mountain Ski Area near Enfield, New Hampshire.

There was a very low turnout of riders - a direct result of the "one class per rider" rule in effect for the National Hillclimb. Only 166 motorcycles competed, including 43 Youth riders, in 11 classes.

The hill was 749 feet from the starting light to the finish line, although it could have been even longer. It was a "climbers" hill in that it was very difficult to top, the last 300 feet being "moguls," as the locals say. Pock shelves, loose soil, moss-covered rocks, drop-offs and muddy conditions made the hill untoppable for all but nine bikes. Not since the 1988 Nationals on the Peoria Dirt Riders' "Old Ugly" has there been a National hill tougher to top. Not even one bike was successful in making the top on both rides; more than 97 percent of the attempts fell short.

The fastest time in the motorcycle classes came in the 600cc class. To no one's surprise, the first man to the top in the class was defending National Champion Mike Wood. Riding a Honda CR500 out of Bay City, Wisconsin, Wood powered his way to the top on his first ride in 28.446 seconds to take the class lead. No other rider of a 600cc machine stopped the clock on Saturday; the closest was Mike Story, who wrestled his Honda 643 feet up the hill. On Sunday, however, Ernie Beckwith successfully topped the hill on his Honda in 27.465 seconds to take the lead and set the fast time for motorcycles. Chad Koopsma stopped the clock with a 29.940-second run. Wood got in trouble in the top section and came up short at 717 feet, so he had to settle for second place, based on his first-round ride. No other rider in the class stopped the clock. Greg Thompson finished fourth with a 670-foot effort on his Kawasaki. Bill Paider filled out the top five with a 655-foot run on his Honda.

Rob Redmann was the first rider to top the hill, doing it in the 400cc class on a KTM380. Redmann's 30.762-second time on Saturday held up for the class win. Only one other rider, Chad Murray, topped the hill. Murray also enjoyed his successful ride on Saturday, a 35.161-second effort on his Yamaha. Marcel Mathieu and Brent Stewart, both riding KTMs, took the next two places with rides of 607 and 603 feet, respectively, while Robert Ardizzoni rode his Yamaha 600 feet for fifth place.

The most successful rides came in the 250cc class, in which four riders stopped the clock, all on their second attempts. Watter Strank topped out in 29.028 seconds on his Honda to take the win. Jesse O'Connor was close behind him on his CR250 with a 29.333-second run. Rick Prebe turned in a 30.44-second run on his KX250 for third place, while Eric Wheelwright delivered a 31.405-second time on his YZ250 for fourth place. Fifth place went to Kevin Cappello, who climbed 606 feet on his KX250.

No other riders in any of the motorcycle classes topped the hill. Ryan Peterson claimed the 125cc-class win with a 621-foot effort on his Honda, besting second-place rider Joe Benoit and his Honda by 20 feet. Lee Miller took the 200cc-class win on his KDX200 with a 605-foot effort, some 14 feet better than Tony Marble and his Kawasaki.

The 750cc-class win went to John Carbon with a first-round ride of only 512 feet on his Honda. This was a very frustrating class for the Midwestern riders, Todd Cipala, Lloyd Haas and Kaleb Northrup. Both Haas (with his Kawasaki triple) and Northrup (with his Triumph) had second-round rides far beyond the 512-foot winning ride. They bounced slightly out of bounds on the lower, "easy" section and did not get credit for their footage. This would have put them in the first two spots rather than in the sixth and seventh spots for which they had to settle. Cipala, as always, charged the hill with full throttle, but he wiped out on the rock shelf at 499 feet and had to settle for fourth place.

Gerald Divelbliss claimed the Open-class win with a 633-foot run on his Harley. Francis Kane rode his vintage Norton 599 feet for the second spot. The Senior-class win went to Kenneth Bonnema, who put in a good 631-foot effort on his Yamaha - just 10 feet better than Richard "Oakey" O'Connor and his Honda.

In Youth-class action, Jacob Prebe rode his KTM 405 feet for the 50cc Automatic-class win, just three feet ahead of Colby McCutcheon and his Cobra. The competition in the 50cc class was fierce, as the third-place rider, Kris Goyette, was only five feet behind the winner with a 400-foot effort on his Honda.

The 85cc Junior Mini-class title went to Ryan Thibault with a fine 595-foot ride on his KX80 on Sunday. Thibault overtook Kawasaki-mounted Charles Voyer, who had turned in a 575-foot effort on Saturday to take the first-round lead. The 85cc Senior Mini win went to Justin Reighard with a 582-foot second-round ride on his Honda. He overtook Jason Prebe, who had run 523 feet on his first run. Prebe nearly reclaimed the win on Sunday, as he turned in a fine 561-foot effort on his CR80, but he had to settle for the second spot. CN

Results

FAST TIME: Ernie Beckwith (Hon).

50 AUTO: 1. Jacob Prebe (KTM); 2. Colby McCutcheon (Cob); 3. Kris Goyette (Hon); 4. Geena Ardizzoni (Lem); 5. Dylan Wilcox (Cob).

80 JR MINI: 1. Ryan Thibault (Kaw); 2. Charles Voyer (Kaw); 3. John Miller (Hon); 4. Anthony Ardizzoni (Suz); 5. Dan Myers (Hon).

80 SR MINI: 1. Justin Reighard (Hon); 2. Jason Prebe (Hon); 3. Joshua Deforge (Kaw); 4. Steven Van Horn (Kaw); 5. Shawn Johnson (Yam).

125: 1. Ryan Peterson (Hon); 2. Joe Benoit (Hon); 3. Steve Nason (Yam); 4. Derek Lapp (Kaw); 5. Dwayne Cox (Kaw).

200: 1. Lee Miller (Kaw); 2. Tony Marble (Kaw); 3. Mario Pevo (Kaw); 4. Mel Piontek (Kaw); 5. Kevin Cox (Kaw).

250: 1. Walter Strank (Hon); 2. Jesse O'Connor (Hon); 3. Rick Prebe (Kaw); 4. Eric Wheelwright (Yam); 5. Kevin Cappello (Kaw).

400: 1. Rob Redmann (KTM); 2. Chad Murray (Yam); 3. Marcel Mathieu (KTM); 4. Brent Stewart (KTM); 5. Robert Ardizzoni (Yam).

600: 1. Ernie Beckwith (Hon); 2. Mike Wood (Hon); 3. Chad Koopsma (Hon); 4. Greg Thompson (Kaw); 5. Bill Paider (Hon).

750: 1. John Carbon (Hon); 2. Robert Albert (Yam); 3. John Musshorn (Yam); 4. Todd Cipala (Kaw), 5. Rob Patchen (Hon).

OPEN: 1. Gerald Divelbliss (H-D); 2. Francis Kaess (Nor); 3. Bill Myers (Tri); 4. Shawn Farnsworth (H-D); 5. Lloyd Mueller Jr. (H-D).

SR: 1. Kenneth Bonnema (Yam); 2. Richard O'Connor (Hon); 3. Viateur Mathieu (Yam); 4. Scott Pierce (Hon); 5. Richard Zogg (Kaw).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
9/6 Imola, Italy, Rnd 11
9/20 Catalunya, Spain, Rnd 12
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series
9/6 Assen, Holland, Rnd 11
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance C'ship
9/13 Le Castellet, France, Rnd 5

Trials des Nations
9/20 Valmalenco, Italy

World 250cc MX Championship
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series
9/4-6 Fountain, CO, Rnd 12
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA National MX Series
9/6 Delmont, PA, Rnd 12

AMA U.S. Open of Supercross
10/10 Las Vegas, NV
10/11 Las Vegas, NV
Info: 702/566-1453

AMA National Hare Scrambles Series
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
9/12-13 Millfield, OH
9/26-27 Mount Morris, PA
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
9/13 Steel City, PA, Rnd 10
9/20 Middlebury, IN, Rnd 11
9/27 Jefferson, PA, Rnd 12
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
9/6 Springfield, IL, Rnd 16
9/19 Seattle, WA, Rnd 17
9/26 Sacramento, CA, Rnd 18
10/3 Las Vegas, NV, Rnd 19
10/11 Del Mar, CA, Rnd 20
Info: 614/891-2425

AMA Western National Four-Stroke MX Series
9/5-6 Whitney, TX
Info: 530/365-1979

AMA Prostar National Drag Racing Series
9/11-13 Atco, NJ, Rnd 6
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

Ballzee Aggressive Wear Grand Championship Motorcross Series
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
10/11 Altair, TX
11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State Championship Series
9/5-6 Coldwater, MI
9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt Track C'ship Series
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
10/4 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27 Dirt Track Series
9/3-6 Castle Rock, WA
9/12 Rainier, WA
9/13 McCleary, WA
9/19 Auburn Mile, WA
9/19 Hannegan, WA
9/20 McCleary, WA
9/26 Rainier, WA
10/17 Elma, WA
11/27 Elma, WA
Info: 253/845-8166

AMA/District 34 Family Motocross Series
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
11/14 Foresthill, CA, Rnd 4
11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
9/12-13 Sequoia National Forest
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
1/16-17 Ridgecrest, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series
9/4 Castle Rock, WA, Rnd 11
9/5 Castle Rock, WA, Rnd 12
9/5 Springfield, IL, Rnd 13
Info: 614/891-2425

AMA GFTL Semi-Pro Dirt Track Series
9/11 Greenville, SC (Semi-Pro)
9/12 Greenville, SC (Pro-Am)
9/26 Danielsville, GA, Rnd 9
10/24-25 McRae, GA, Rnd 10
11/21 Danielsville, GA, (Charity Race)
Info: 770/962-7888 or 770/339-3997

Checkered Flag Dirt Track Series
10/10 Danielsville, GA
11/7 Danielsville, GA
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/Sound Of Thunder Series
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Midwest Regional Motorcross Series
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
9/13 Marshfield, MO
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional Hare Scrambles Series
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional MX Series
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA/European Dirt Rocky Mountain Regional MX Series
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/European Dirt Rocky Mountain Regional Trials Series
9/27 Berthoud, CO
Info: 303/629-3069

H&H KTM Southeast GP Series
9/13 Sale Creek, TN
9/26 Macon, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional MX Series
9/27 Gorman, CA
11/8 Tulare, CA
11/22 Peoria, AZ
Info: 909/929-6772

AHRMA/Western Regional Dirt Track Series
9/7 Lancaster, CA
10/4 Lodi, CA
10/24 Tulare, CA
10/25 Tulare, CA
Info: 818/992-5343

SERA Enduro Series
9/20 Rockford, AL
9/27 New Augusta, MS
10/11 Clanton, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
9/6 Pollack, LA
9/26 New Augusta, MS
10/18 Wiggins, MS
11/15 Laurel, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/10 Maplesville, AL
2/7 Birmingham, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
9/11-13 Homestead, FL
9/27 West Palm Beach, FL
12/5-6 Homestead, FL*
Southeast Region
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA
Mid-Atlantic Region
9/19-20 Braselton, GA
Northeast Region
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
9/5-6 Beloit, IL
Midwest Region
9/5-6 Beloit, IL*
Southwest Region
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ*
California Region
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA*

CCS Race of Champions
10/28-11/1 Daytona Beach, FL
Info: 828/684-4297

North American Sport Bike
10/20-25 Daytona Beach, FL
9/11-13 Homestead, FL
Info: 828/684-4297

WERA National Endurance Series
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Nat'l Challenge Series
9/18-20 College Station, TX
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
9/5-6 Garrettsville, OH*
9/12-13 Grattan, MI*
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN
Northeast
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV
South Central
9/18-20 College Station, TX
Southeast
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA C'ship Enduro Series
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
9/19-20 Grattan, MI
Info: 616/458-5888

USCRA Vintage Road Race Series
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Rocky Mountain Motocross Association
Summer Series
9/6 Colorado Springs, CO
9/13 Milliken, CO
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA
Info: 303/988-7722

Wild West Motocross Series
9/5-6 Salt Lake City or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State C'ship Motocross Series
9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State MX Championship Series
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

District 11/Buckeye State Motocross C'ship Series
9/7 McArthur, OH
9/13 Frankfort, OH
9/27 Sugar Grove, OH
Info: 614/740 323-3489 or www.perfpowersports.com

KTMXA Motocross Series
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Motorcycle Stuff Tennessee State Arenacross Championship Series
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

Tennessee Fall Motocross Championship Series
9/5 Columbia, TN, Rnd 5
9/13 Hohenwald, TN, Rnd 6
10/3-4 Lawrenceburg, TN, Rnds 7 & 8
10/24-25 Hohenwald, TN,
Info: 931/796-2298

New England State MX Championships
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty MX Series Championships
9/20 Moriarty, NM
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series
9/18 Asheville, NC
10/17 Hampton, VA
Info: 803/626-7959

New England Dirt Track Series
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

Victory/Polaris Iowa Dirt Track Series
9/7 Bloomfield, IA, Rnd 5
Info: 515/265-8388

New England Trials Association
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies' Short Track Series
9/12 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies MX Series
9/13 Sturgis, SD
Info: 605/347-6022
or gypsies.sturgis-rally.com

Jackpine Gypsies TT Race Series
9/19 Sturgis, SD
Info: 605/347-6022
or gypsies.sturgis-rally.com

NETRA C'ship Enduro Series
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
9/6 Uxbridge, MA
9/13 Hoosick, NY

9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA C'ship Junior Enduro Series
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series
9/6 White City, IL
9/13 Winterset, IA
9/27 Fremont, IA
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series
9/13 Winterset, IA
9/20 Castana, IA
9/27 Fremont, IA
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki Tri-State Challenge
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Southeastern Trials Riders Association C'Ship Series
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA MX C'ships
9/25-27 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Rocky Mountain Enduro Circuit
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

Missouri Hare Scrambles Championship Series
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

International Old-Timers Motocross Series
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

CMRRA 50cc/125cc C'ship Road Race Series
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

CMC Sunstar Trans-Cal Motocross Nationals
South
9/13 Devore, CA, Rnd 1
9/20 Victorville, CA, Rnd 2
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
North
9/6 Hollister, CA, Rnd 3
9/13 Livermore, CA, Rnd 4
Pacific Northwest
9/13 Yakima, WA, Rnd 3
Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI Fall Motocross Series
9/6 Glen Helen, Rnd 1
9/20 LACR, Rnd 2
10/4 Perris, Rnd 3
10/25 San Jacinto, Rnd 4
Info: 909/653-4042

GFI Elsinore GP
11/7 Elsinore
11/8 Elsinore
Info: 909/653-4042

GFI Fall Series
North
9/20 Hollister, CA
9/27 Turlock, CA
10/4 Hollister, CA
10/11 Tracy, CA
10/18 Turlock, CA
Info: 209/656-9682

Kansas Motocross C'ships
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR MX C'ship Series
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State C'ship Series
9/6 Great Bend, KS
9/20 Lyndon, KS
9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA MX Series
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
9/6 Dalton, GA
9/20 Bremen, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition C'ship Series
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/25 Madera, CA
11/1 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

VDTRA National Dirt Track C'ship Series
9/19 Muskogee, OK
9/20 Devils Bowl, TX
10/4 Las Vegas, NV
Info: 719/541-2741

Michigan State Fair Supercross Series
9/11 Muskegon, MI
9/21 Centerville, MI
Info: 616/652-2292 or 616/924-5778

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
9/13 Stockton, KS
9/20 Alma, NE

DIRT BIKE
SENIOR/VET
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1st OA	$250
2nd	$125
3rd	$100
4th	$75
5th	$60
6th	$50
7th	$40
8th	$30
9th	$20
10th	$10

Motocross Classes

Age 25 +	A, B and C
Age 30 +	A, B and C
Age 35 +	A and B
Age 40 +	A and B
Age 50 +	
Age 55 +	
Four-Stroke	
Vintage	pre 1990
Vintage	pre 1985
Vintage	pre 1975

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All District 5 Classes, Motocross & Hare Scramble
SUNDAY, September 20
High Point Raceway

Sunday, October 4
Steel City USA
MX State Championship

Sunday, October 18
Brownsville Luzrene Park
MX & HS State Championship

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

SEPTEMBER

S	M	T	W	T	F	S
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OCTOBER

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NOVEMBER

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22	23	24	25	26	27	28
29	30					

* Denotes Pro Payback

Wed, Sept 2

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

* KENTUCKY MOTOCROSS - AMA, American Motorsports, Inc., Greenup Co. Fair, Greenup. Info: 740/756-1267.

Sept 3-5

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock.
Info: 425/745-4010.

Sept 4-6

ILLINOIS MILE REUNION - 14th annual Mile Reunion, Pistol Racing, The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Sept 4-7

MEXICO ROAD TOUR - Southern California Motorcycling Association, 23rd annual Three Flags Classic, begins in Tijuana, BC, Mexico, and finishes in Kimberley, BC, Canada.
Info: 805/269-5982.

Fri, Sept 4

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Junior National Fan of the Year, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 5, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls.
Info: 770/358-6111.

IOWA HALF MILE - J&P Promotions, 10th annual Antique Motorcycle Half Mile Flat Track Races, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds.
Info: 513/662-7759 or 812/537-5299.

PENNSYLVANIA MOTOCROSS - Amateur Day, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

Sept 5-6

COLORADO MOTOCROSS - Colorado Iron Horse Rally Motocross, High Desert Racing Club, Mesa Verde.
Info: 970/533-9747 or 505/325-4195.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/630-5430.

* KANSAS MOTOCROSS - AMA, Checkered Flag Productions, Finney County Fairgrounds, Garden City, Kansas. Info: 940/683-4742.

NEVADA MOTOCROSS - International Old-Timers MX Association, Nevada Chapter, Fernley. Info: 702/475-2651.

OHIO DIRT TRACK - AMA, Semi-Pro, Fast Track Racing, Summer Thunder Series, Mercer County Fairgrounds, Celina. Info: 219/486-7172.

TENNESSEE TRIALS - AMA, STRA Championship, Cookeville.
Info: 931/528-1061.

Sat, Sept 5

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Night Special, Palmdale.
Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event # 3, Bomber Day.
Info: 1-888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando.
Info: 407/869-5388.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, American Motorsports Inc., Richwood Independent Fair, Richwood. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Hardeeville. Info: 912/748-6304 or www.freeagentsinc.com/hardeevillemx.htm.

* TENNESSEE MOTOCROSS - Montgomery County Fairgrounds, Clarksville. Info: 502/886-8564.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Maury County Fairgrounds, Rnd 5, Columbia. Info: 931/796-2298.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sept 6-7

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

Sun, Sept 6

CALIFORNIA HARE SCRAMBLES - High Sierra MC, Soda Springs Ski Area, Truckee.

* CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX National Rnd 3, Hollister Hills MX Track, Hollister Hills. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Rnd 1, Glen Helen, San Bernardino.
Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - AMP/GFI, Oatfield Raceway, Turlock. Info: 209/656-9682.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Aztec Family Raceway, Colorado Springs. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* GEORGIA MOTOCROSS - Suzuki, Yamaha and Kawasaki Contingency, Championship Series, Lazy River Motocross Ranch, Chatsworth. Info: 706/278-1620.

IOWA MOTOCROSS - Midwest Jr. Motocross Championships, C.H. Promotions, Storm Lake, Truesdale. Info: 712/262-8910.

* KENTUCKY MOTOCROSS - Victory Sports Racing, Serious Racewear Mega Series, London. Info: 423/323-5497.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, 6th annual Vet and Vintage Reunion, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion.
Info: 419/562-6931.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Fox Racing Day. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA, American Motorsports, Inc., Vinton MX Park, McArthur. Info: 740/756-1267.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., District 6 Championship, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM916 or www.teampromotion.com.

* PENNSYLVANIA SHORT TRACK - Shippensburg MC, Baer Racing, Shippensburg. Info: 717/796-0294.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock.
Info: 425/745-4010.

* WISCONSIN FLAT TRACK - Badger Racing Association, Wood County Fairgrounds, Marshfield.
Info: 920/699-3387.

Mon, Sept 7

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC Outlaw GP, Palmdale. Info: 805/272-8889.

* IOWA HALF MILE - Unlimited Promotions, Davis County Fair, Bloomfield. Info: 515/265-8388.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Cycle World, Hawk Point.
Info: 417/887-3524.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

* OHIO MOTOCROSS - AMA, American Motorsports Inc., Vinton MX Park, McArthur. Info: 740/756-1267.

* PENNSLYVANIA MOTOCROSS - Sleepy Hollow Motocross Park.
Info: 717/273-1180, 717/865-5530.

* WEST VIRGINIA MOTOCROSS - Pyramid Valley MX Park, Lost Creek.
Info: 304/745-3243.

Fri, Sept 11

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento.
Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 6, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds.
Info: 513/662-7759 or 812/537-5299.

Sept 12-13

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, USA Dual Sport Club, Troy Meadows, Sequoia National Forest, Kennedy Meadows. Info: 818/348-7237.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Bay Area National, Rnd 4, Hollister Hills MX Park, Hollister.
Info: 714/680-8643.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - GFI Racing, Fall Series, Hollister Hill GP Track, Hollister. Info: 209/656-9682.

PENNSYLVANIA ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield.
Info: 757/484-4688.

Sat, Sept 12

CALIFORNIA ROAD RIDE - Los Angeles Harley HOG Chapter ride.
Info: 562/408-6088.

* CALIFORNIA SPEEDWAY - International Speedway, Inflight Speedway and Extreme Freestyle Motorcycle Jumping, Orange County Fairgrounds, Costa Mesa.
Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Starwest, Moreno Valley.
Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley.
Info: 909/943-4535 or 909/657-8845.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway, Temecula. Info: 619/277-1591 or tritt@pacbell.net.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA SUPERCROSS - Southeastern Shoot-Out Supercross Series, Bremen Race Park, Bremen. Info: 770/941-8464 or dirtman23@aol.com.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross.
Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Nighttime Series, Rolling Hills Cycle Park, Reidsville.
Info: 336/342-4492.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Blendzall Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover.
Info: 717/359-4310.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 2, 8th annual Tennessee State Arenacross Championship, Dyer County Fairgrounds, Dyersburg. Info: 901/642-3078 or 642-0511.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier.
Info: 425/745-4010.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels.
Info: 304/763-9133.

Sun, Sept 13

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 1 North, Club Moto, Livermore.
Info: 510/443-6686.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 1 South, Glen Helen Raceway, Devore.
Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CMMC, Rnd 14, Barona Oaks.
Info: 760/752-8252.

* CALIFORNIA ARENACROSS - Ukiah Speedway, Summer Series, Redwood Empire Fairgrounds, Ukiah.
Info: 707/462-9495 ext. 13.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, Lost Coyotes MC, El Mirage OHV Area, Adelanto.
Info: 805/951-7078.

CANADA MOTOCROSS - Erie Ramblers MC, day race, Wheatley, Ontario.
Info: 734/241-1600 or www.racemra.com.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Two Rivers Racing, Milliken.
Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC, 20th round of the MX Series, M&M Connections, Aztec Family Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* GEORGIA MOTOCROSS - AMA Trans-MX Series, GMP Promotions, Aonia Pass Motocross, Washington.
Info: 706/678-3737 or 678-3733

IOWA HILLCLIMB - J&P Promotions Hillclimb, Swap Meet and Show, Anamosa. Info: 319/462-6011.

* KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains.
Info: 502/886-8564.

MICHIGAN HILLCLIMB - State Championship Hillclimb, District 14, Muskegon Motorcycle Club, Newaygo County. Info: 616/728-4153.

* MICHIGAN MOTOCROSS - AMA, District 14, Portland Trail Riders, Portland. Info: 734/663-6262.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, Las Vegas.
Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Scooters, Willseyville.
Info: 607/659-4178.

* NEW YORK MOTOCROSS - Hunt Moto Park, 9th annual Scott USA Day, WNYSC, Robinson Road, Hunt.
Info: 716/476-2697.

NEW YORK MOTOCROSS - Claverack Motocross Track, Kawasaki Contingency race, District 34, Claverack.
Info: 518/828-6149.

NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Fall Series, Districts 13 & 29, Elizabeth City. Info: 757/549-7012.

OHIO HARE SCRAMBLES - Racer Productions Inc., Burr Oaks, Millfield.
Info: 304/284-0084.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale.
Info: 814/487-4320.

PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 16th annual Tony D MX Schools/Pennsylvania State Championships, Clifford.
Info: 717/222-9290.

TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek.
Info: 423/332-9092.

TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Peery's Outdoor MX, Rnd 6, Hohenwald. Info: 931/796-2298.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Yamaha and Kawasaki contingency race, Jimmy Moss/Rocky Ridge.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 2, Swan Cycle Park, Tyler. Info: 903/882-4215.

* WASHINGTON MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 2 Pacific Northwest, Yakima Meadows Motoplex, Yakima.
Info: 253/395-8738.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal.
Info: 541/673-1671.

WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV.
Info: 509/837-3595.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV.
Info: 425/745-4010.

Wed, Sept 16

* OHIO MOTOCROSS - AMA, American Motosports Inc., Hocking County Fairgrounds, Logan. Info: 740/756-1267.

Sept 18-20

NEVADA DUAL SPORT - Hidden Canyon, 2nd annual Dual Sport Tour, Ely.
Info: 435/652-4572 or 673-2444.

OREON ROAD RACE - OMRRA, Vintage Day and Sprints, Portland.
Info: 503/221-1487.

Fri, Sept 18

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 7, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls.
Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan.
Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* OHIO MOTOCROSS - AMA, American Motosports Inc., Guernsey County Fairgrounds, Old Washington.
Info: 740/756-1267.

Sept 19-20

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 9, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* IDAHO MOTOCROSS - Idaho State Championship Series and SIRA, Rupert.
Info: 208/436-7071.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Vet National and District 5 State C'ship, High Point Raceway, Mount Morris. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, Fall Classic and Four-Stroke Eastern National, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Starvation Point, Elizabeth. Info: 304/284-0084.

Sat, Sept 19

* ARIZONA MOTOCROSS - AMX Grand Canyon State Championship, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA SPEEDWAY - International Speedway, Legends of Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Saturday Night Special, Palmdale.
Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley.
Info: 909/943-4535 or 909/657-8845.

DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando.
Info: 407/869-5388.

INDIANA HARDWARE RUN - Abate of Clinton County, Grab Yer Nutz & Bolt, Poker Run with a twist, Frankfort Oasis, Frankfort. Info: 765/659-1456.

INDIANA DIRT TRACK - AMA, Semi-Pro, Amateur, Youth, Noble County

Fairgrounds, Kendallville.
Info: 219/244-4234.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders MC, Night Race, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 3 8th annual Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Birch Creek Motocross Park, Danville. Info: 804/724-4392.

WASHINGTON DIRT TRACK - AMA, District 27, Dirt Track Series, Seattle Mile. Info: 425/745-4010.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, Sept 20

ALABAMA ENDURO - AMA, Rockford Men's Club, Rockford.
Info: 334/567-3352.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 2 South, Badlands Raceway, Victorville. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, So. Cal. Raceplex, Victorville. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Hungry Valley MX, Hungry Valley. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - GFI Racing, MSR/Yamaha of Modesto GFI Fall Series, Rnd 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA ENDURO - AMA, District 37, Checkpoint Enduro MC, Pinnacles Staging Area, Lake Arrowhead. Info: 626/287-4269.

* COLORADO MOTOCROSS - SRAC, 21st round of the MX Series, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

* GEORGIA MOTOCROSS - AMA, Georgia Championship MX Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@Aol.com.

* IOWA FLAT TRACK - Badger Racing Association, Van Buren County Fair, Keosauqua. Info: 920/699-3387.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA, District 7, Semi-Pro, Amateur, Youth classes, Hagerstown. Info: 301/797-8686.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Possum Hollow Park, Springfield. Info: 417/851-1977.

MISSOURI HARE SCRAMBLES - AMA, Missouri Mudders, St. Joe Park, Park Hills. Info: 314/639-6373.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW MEXICO MOTOCROSS - NMCC & AMA, Motocross at Moriarty. Info: 505/888-7312.

* NEW YORK MOTOCROSS - Frozen Ocean MX Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Columbus. Info: 423/323-5497.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Fall Series, FMF Day. Info: 330/262-4945.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO HARE SCRAMBLES - CRA, Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

PENNSYLVANIA DUAL SPORT - Western New York Off-Road Association, McKean County MC, Rew. Info: 814/368-2538.

PENNSYLVANIA ENDURO - Western New York Off-Road Association, Moonshine, c/o Valley Forge Trail Riders, Brandonville. Info: 610/285-6310.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5 State Championship, High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA TT SCRAMBLES - Semi-Pro, Youth TT Scrambles, AMA, East Pennslyvania Piston Poppers MC Inc., Parkesburg. Info: 610/269-3661.

* TEXAS DIRT TRACK - VDTRA Regional, Modern Proand Amateur, Scotty Adams Racing, Devils Bowl Speedway, Mesquite. Info: 405/789-6045 or 972/222-2421 or sadams@nstar.net

VIRGINIA MOTOCROSS - AMA, Fall Classic and Four-Stroke Eastern National, Pro Event, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

Mon, Sept 21

* OHIO MOTOCROSS - AMA/American Motosports Inc., Tuscarawas County Fairgrounds, Dover. Info: 740/756-1267.

Sept 25-26

* GEORGIA ARENACROSS - AMA, Paradise Off-Road Park, Rnd 1, Columbus Coliseum, State Championship, Columbus. Info: 412/475-5711.

Fri, Sept 25

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 8, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 26-27

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Prescott N.F., Prescott Valley. Info: 602/465-0759 or DESERTMC1@aol.com.

MICHIGAN TRAIL TOUR - Cycle Conservation and Bent Wheels Club, Rose City. Info: 810/786-1211 or dr_dirt@sprynet.com.

* TENNESSEE MOTOCROSS - Victory Sports Racing, AMA, Serious Racewear Mega Series, Dollywood Express MX, Sevierville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 26

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979 or vikoutlaw@aol.com.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #4, Four-Stroke Day. Info: 1-888/550-MOTO.

CALIFORNIA SPEEDWAY - International Speedway, Season Finale, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMMC, Rnd 15, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, REM Track, San Bernardino. Info: 714/680-8643.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA SUPERCROSS - Southeastern Shoot-Out Supercross Series, Bremen Race Park, Bremen. Info: 770/941-8464 or dirtman23@aol.com.

IDAHO HARE AND HOUND - Dirt Inc., National Championship Series, Murphy. Info: 208/459-0910.

ILLINOIS DIRT TRACK - Half Mile Dirt Track, Prarie Thunder MC, AMA & District 37, Menard County Fairgrounds. Info: 217/632-3857.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., AHRMA Vintage Motocross & Vet Championships, Binghamton. Info: 607/849-4438.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SHORT TRACK - Honda Hills, Thornville, OH. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - Golde Cup Challenge MX, Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 4, 8th annual Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 3, Swan Cycle Park, Tyler. Info: 903/882-4215.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

Sun, Sept 27

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

SUNSTAR SPROCKETS PRESENTS...

1998 CMC Trans-Cal Motocross Nationals

South:
1 Glen Helen Rcwy Sept 13th
2 Badlands Rcwy Sept 20th
3 Competition Park Sept 27th
4 LA County Rcwy Oct 4th

North:
1 Riverfront Park Aug 22nd
2 Silverstate Rcwy Aug 30th
3 Hollister Hills Park Sept 6th
4 Club Moto Rcwy Sept 13th

Pac-NW:
1 Albany SX Park Aug 29th
2 Albany SX Park Aug 30th
3 Yakima Frgrnds Sept 13th

Final Showdown:
Riverfront Park Sat & Sun
October 24th & 25th
Must compete in 3 out of 4 Events to Qualify for Series O/A Prizes & Points

Manuf. Contingency:
Yam - TBA - Call CMC office
Kaw - S/1,3,4 - N/1,3 - PNW/1,3 - F/Sunday
SUZ - S/1,2,4 - N/1,3 - PNW/1,3 - F/Sunday

Times & Prices:
Day Races:
Gates open 6am
Practice 7am
1st Race 9am
Night Races:
Gates open 1pm
Practice 3pm
1st Race 4:30pm

Race Fees:
$30.00 to Race
$25.00 2nd class for Amateurs only!
$20.00 PeeWee's
CMC 98 License 1/2 Price $18.00
Gate Fees:
$10.00 for Adults
$5.00 for Kids 6-12
5 & Under Free
33% Trophies
50% PW Trophies
100% ProPayback

For More Info CMC 949.367.1141

Photo by Steve Bruhn...The Factory Spectator www.motonews.com

CRC motocross
300% Pro Payback
September 19th • L.A.C.R. (805) 272-8889
www.netport.com/lacr-crc

WEEKLY.
Not Monthly.
CYCLE NEWS

Competition Park Motocross
Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
(909) 654-2126

CRC 1998 California Race Schedule
100% PRO PAYBACK

Saturday	Sept. 5	Saturday Nite Special	LACR
Monday	Sept. 7	CRC Outlaw GP - Outlaw Racing	LACR
Saturday	Sept. 12	Saturday Nite Special	LACR
Saturday	Sept. 19	Saturday Nite Special	LACR
Sunday	Sept. 20	GFI / CRC Motocross	LACR

Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc

MOTO-X RACING
Friday Night Racing At Castaic Lake
Every Friday in August & September
Bleachers, Lights, Food and Great Racing!
Gates open - 3:30
Practice - 5:00
Race start - 6:00
3miles north of Magic Mtn
Exit Lake Hughes Rd - Right
½ mile to Ridge Route - Left
¼ mile to entrance on right
805-294-0020 WWW.reset-inc.com/sscmx

MOTO-X RACING
HUNGRY VALLEY SVRA MOTOCROSS PRACTICE
Every Thursday - 1:00pm - Dusk
Every Saturday - 9:00am - 2:00pm
Every Sunday thru the summer - 9:00am - 2:00pm
805-294-0020 WWW.reset-inc.com/sscmx

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1998 Racing Schedule

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA MOTOCROSS - CMMC, Rnd 16, Barona Oaks.
Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com

CALIFORNIA RIDE FOR KIDS - Pediatric Brain Tumor Foundation, Cal-Expo, Sacramento. Info: 510/724-8586 or chucklin@ix.netcom.com.

CALIFORNIA HARE & HOUND - AMA, District 37, Sunland Shamrocks MC, Teagle Wash, Red Mountain.
Info: 805/497-9928.

CALIFORNIA MOTOCROSS - AHRMA Southwest Regional MX Series, Vintage MX, Hungry Valley SVRA, Gorman. Info: 909/929-6772 or velmore@lasercom.net.

CALIFORNIA MOTOCROSS - GFI Racing, MSR/Yamaha of Modesto GFI Fall Series,Rnd 2, Oatfield Raceway, Turlock. Info: 209/656-9682.

CANADA MOTOCROSS - Erie Ramblers MC, Wheatley, Ontario. Info: 734/241-1600 or www.racemra.com.

* COLORADO MOTOCROSS - SRAC, 22nd round of the MX Series, Wild Rat Raceway, Colorado Springs.
Info: 303/988-7722 or 303/989-7436.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach.
Info: 561/793-3394.

ILLINOIS BIKE SHOW - J&P Promotions, Bell-Claire County Fairgrounds, Belleville.
Info: 319/462-6011.

* IOWA MOTOCROSS - Motocross Kingdom Inc., District 22, Des Moines.
Info: 515/285-6910.

MICHIGAN OBSERVED TRIALS - Bent Fenders, AMA, District 14, Flushing.
Info: 810/238-9100.

* MISSISSIPPI MOTOCROSS - MX 886, Fall Championships, Pontotoc.
Info: 601/489-8316.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, Las Vegas.
Info: 702/565-7876 or www.vegasmotocross.com.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec.
Info: 970/533-9747 or 505/325-4195.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, South Tier MC, Webb Mills.
Info: 607/962-2961.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., 16th annual Kawasaki Team Green/Pirelli Tires, New York State Motocross Championships, Binghamton.
Info: 607/849-4438.

* NORTH CAROLINA MOTOCROSS - AMA, Devil's Ridge, Dist. 29, U.S. Eastern Fall Series. Info: 919/776-1767

OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna.
Info: 330/369-5993.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., High Point Raceway, Mount Morris.
Info: 304/284-0084.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Jerry Boren/Gholson.

* TEXAS MOTOCROSS - 4th annual Texas Pro Challenge, Swan Cycle Park, Tyler. Info: 903/882-4215.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal.
Info: 541/673-1671.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels.
Info: 304/763-9133.

Oct 2-3

* CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, Selland Arena, Fresno. Info: 702/267-4392.

* ENGLAND SUPERCROSS - FIM, ACU/Future West Promotions, Salop Club, Sheffield Arena, Sheffield, Yorkshire. Info: 604/794-3824.

Fri, Oct 2

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls.
Info: 770/358-6111.

Oct 3-4

* KENTUCKY MOTOCROSS - Serious Racewear Mega Series, AMA, Kentucky State Championship, Victory Sports Racing, London. Info: 423/323-5497 or www.victory-sports.com.

* MARYLAND HARE SCRAMBLES - AMA, Western Maryland Off-Road Riders, Ironman Hare Scrambles Series, Cliffside Off-Road Park, Rawlings.
Info: 301/724-6738.

* NEW JERSEY MOTOCROSS - 22nd annual Kawasaki Motocross Race of Champions, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800 or Etownrcwy@aol.com.

OHIO DIRT TRACK - AMA, Semi-Pro, Amateur, Youth, Vanwert County Fairgrounds, Vanwert.
Info: 219/244-4234.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Rnds 7 & 8, Rotary Park Fairgrounds, Lawrenceburg.
Info: 931/796-2298.

Sat, Oct 3

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light U.S. National Championship, Orange County Fairgrounds, Costa Mesa.
Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Motocross and Club Picnic, Glen Helen, San Bernardino.
Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Sunrise Park, OTHG race only, Adelanto.
Info: 714/680-8643.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #5, Women's Day.
Info: 1-888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando.Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, Night Race, East Bend.Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

Sun, Oct 4

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Combo Series, Super MX, Palmdale.
Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 3, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Watkins Sports Riders Association, Watkins. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC, 23rd round of the MX Series, Rocky Mountain Promotions GP, Berthoud.
Info: 303/988-7722 or 303/989-7436.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach. Info: 011/52-661-22525.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland.
Info: 402/556-5801.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., AMA, CNYMRA, Auburn.
Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* NEW YORK MOTOCROSS - Hunt Motocross Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, U.S. Eastern Pro-Am, Districts 29 & 13, East Bend.
Info: 336/699-3629.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club, Lisbon.
Info: 330/482-2971.

OHIO MOTOCROSS - MRA, Stars of Tomorrow Youth Championship, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO SWAP MEET & BIKE SHOW - Abate of Ohio, Region Zero 6th annual Party and Roast. Info: 330/654-2761 or 330/872-1050.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

OREGON ROAD RACE - Oregon Motorcycle Road Racing Association, Portland. Info: 503/221-1487.

* OREGON MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, Pacific Northwest, Albany SX Track, Albany. Info: 541/928-4474.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale.
Info: 814/487-4320.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont.
Info: 304/284-0084.

* WASHINGTON MOTOCROSS - AMA, Washougal MX Park, Washougal.
Info: 541/673-1671.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent.
Info: 253/756-2187 or http://www.geocities.com/motorcity.

Tues, Oct 6

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon.
Info: 330/482-2971 or 332-9465.

Oct 9-11

CALIFORNIA JAMBOREE - CORVA Jamboree, Quail Canyon, Hungry Valley SVRA, Gorman.
Info: 800/42-CORVA ext. 509.

Fri, Oct 9

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento.
Info: 916/682-6123.

Oct 10-11

CALIFORNIA ROAD RIDE - Los Angeles Harley-Davidson & Buell, overnight ride to Borrego Springs Resort.
Info: 562/408-6088.

MARYLAND ROAD RACING - Eastern American Road Racing Association, Monrovia Raceway, Frederick.
Info: 757/484-4688.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

Sat, Oct 10

CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Del Mar. Info: 619/277-1591 or tritt@pacbell.net

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley.
Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NORTH CAROLINA SUPERCROSS - NAME, Night time Series, Rolling Hills Cycle Park, Reidsville.
Info: 336/342-4492.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester.
Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - Malvern Motocross Park, Harding's Park Cycle Night. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover.
Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, AHRMA Vintage Motocross and Vet Championships, Clifford.
Info: 717/222-9290.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers, Rnd 5, 8th annual Tennessee State Arenacross Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Oct 11

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Combo Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 4, South, Competition Park, San Jacinto.
Info: 909/654-2126.

CALIFORNIA MOTOCROSS - CMMC, Rnd 17, Barona Oaks.
Info: 760/752-8252.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Competition Park, San Jacinto. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza and Ride-in Bike Show, Will County Fairgrounds, Peotone.
Info: 319/462-6011.

* IOWA MOTOCROSS - MX Kingdom Inc., Des Moines. Info: 515/285-6910.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MICHIGAN MOTOCROSS - MRA, The Milan Grand Prix of Motocross, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, HLR Motorsports, Moberly.
Info: 660/263-4296.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas.
Info: 702/565-7876 or www.vegasmotocross.com.

NEW JERSEY MOTOCROSS - AMA, Normal Semi-Pro Race Day, Old Bridge Township Raceway Park, Englishtown.
Info: 732/446-7800.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec.
info: 970/533-9747 or 505/325-4195.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion.
Info: 419/562-6931.

OHIO CROSS COUNTRY - Racer Productions Inc., Little Beaver, Lisbon.
Info: 304/284-0084.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 2nd annual Boyesten/Twin Air Youth Nationals, Clifford. Info: 717/222-9290.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Sand Hill MX, Chesterfield. Info: 423/323-5497 or www.victory-sports.com.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Yamaha and Kawasaki Contingency race, Trail Blazers/St. Joe.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Altair. Info: 409/732-9171.

TEXAS MOTORCYCLE SHOW - The 10th annual Motorcycle Expo, Show, Swap Meet, Arlington Convention Center.
Info: 972/216-5520.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 4, Swan Cycle Park, Tyler. Info: 903/882-4215.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Birch Creek Motorsports Park, Danville.
Info: 804/724-4392.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels.
Info: 304/763-9133.

Oct 16-17

* CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, San Diego Sports Arena, San Diego. Info: 702/267-4392.

Oct 16-18

* TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Suzuki Top Gun Showdown, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, Oct 16

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls.
Info: 770/358-6111.

Oct 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 10, Rosamond. Info: 805/256-1234.

NEW MEXICO MOTOCROSS - NMCC and AMA, Motocross at Moriarty.
Info: 505/888-7312.

Sat, Oct 17

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #6, Series Final.
Info: 1-888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley.
Info: 909/943-4535 or 909/657-8845.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, AMA, Districts 37 & 38, Temecula Speedway.
Info: 619/277-1591.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando.
Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester.
Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - Malvern Motocross Park, Rider Appreciation Night. Info: 330/262-4945.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 6, 8th annual Tennessee State Arenacross Championship Series, Jackson/Madison County Fairgrounds, Jackson.
Info: 901/642-3078 or 642-0511.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma.
Info: 425/745-4010.

Sun, Oct 18

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad.
Info: 714/957-2985.

CALIFORNIA GRAND PRIX - CRC, Combo Series, Gremlin GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, Temecula.
Info: 619/277-1591.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 5, Oatfield Raceway, Turlock.
Info: 209/656-9682.

INDIANA MOTOCROSS - Steeltown Motocross Park, Dash For Cash, Chrisney. Info: 888/957-RACE or 812/925-8850.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Semi-Pro, Amateur, Hagerstown.
Info: 301/797-8686.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland.
Info: 402/556-5801.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, WNYSC, Auburn.
Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467

OHIO MOTOCROSS - MRA, Final Points Battle, Sandusky Valley Riders MC, Tiffin.
Info: 419/927-MOTO or www.racemra.com.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5, State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM.916 or www.teampromotion.com

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Actiontown USA MX Park, Dillwyn.
Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent.
Info: 253/756-2187 or http://www.geocities.com/motorcity.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Oct 23-24

* GEORGIA ARENACROSS - AMA, Donny Banks Paradise Off-Road Park, Rnd 2, Central City Park, Macon. Info: 912/475-5711.

Oct -23-25

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Fri, Oct 23

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Oct 24-25

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Awards Day, Peery's Outdoor MX, Hohenwald. Info: 931/796-2298.

CALIFORNIA POKER RUN - High Desert Charities, Bureau of Land Management, Barstow. Info: 760/252-3093.

Sat, Oct 24

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester.
Info: 513/625-7350 or 513/625-9987.

* OHIO SHORT TRACK - Honda Hills, Thornville, OH. Info: 740/323-3766.

* OHIO MOTOCROSS - AMA, American Motosports Inc., Vinton Motocross Park, McArthur. Info: 740/756-1267.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Final Round, 8th annual Tennessee State Arenacross Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Oct 25

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Series, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 4, Competition Park, San Jacinto. Info: 909/653-4042.

CALIFORNIA DIRT TRACK - AHRMA, Western Regional Dirt Track Series, Tulare. Info: 818/992-5343.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

INDIANA CROSS COUNTRY - Racer Productions Inc., Ironman, Crawfordsville. Info: 304/284-0084.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, X-2, Grain Valley. Info: 816/331-6934.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Double Fall Series, Elizabeth City Motocross Track, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 16th annual Santich Cycles Group of Motocross, Clifford. Info: 717/222-9290.

TEXAS MOTOCROSS - Texas State Championship MX Series, Swan Cycle Park, Tyler. Info: 903/882-4215.

Oct 30-Nov 1

CALIFORNIA JAMBOREEE - CORVA Jamboree, Frank Rains Park, Stanislous County. Info: 800/42-CORVA ext. 501.

Fri, Oct 30

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 31- Nov 1

CALIFORNIA DUAL SPORT - Team Dual Dogs, Riders of the Round Table Dual Sport Ride, Quail Valley Recreational Village, California Hot Springs. Info: 805/701-1913 or www.dualdogs.com.

* CALIFORNIA GRAND PRIX - District 37, Rnd 6, of Big 6 Grand Prix Series, Prospectors MC, Gorman, Quail Canyon, Gorman. Info: 310/322-3612 or 562/421-0128.

* OHIO HARE SCRAMBLES - Action Sports Promotion, AMA, Championship of the World, Albany. Info: 740/594-6686.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497 or www.victory-sports.com.

Sat, Oct 31

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

Sun, Nov 1

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series #1, Hardrock Cycle Park, Ocala. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

KENTUCKY MOTOCROSS - Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Extreme Park, Merwin. Info: 913/859-9318.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW YORK HARE SCRAMBLES - AMA District #34, Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Sat, Nov 7

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, Night Race, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, District 11, Dirt Country Raceway. Info: 513/625-7350 or 513/625-9987.

Sun, Nov 8

ARIZONA RIDE FOR KIDS - Phoenix International Raceway, Phoenix. Info: 800/253-6530.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB. Info: 805/272-8889.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series #2, Motocross of Marion County, Reddick. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam Motorcycle Club, Hagerstown. Info: 301/797-8686.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Rathmann. Info: 409/732-9171.

Nov 13-14

* CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, Cow Palace, San Francisco. Info: 702/267-4392.

Nov 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 11, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Sat, Nov 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, AMA, Districts 37 & 38. Info: 619/277-1591.

Sun, Nov 15

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

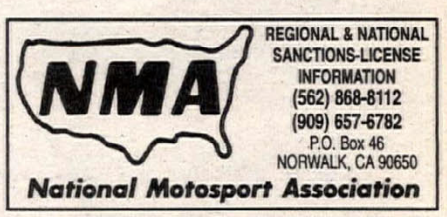
_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____



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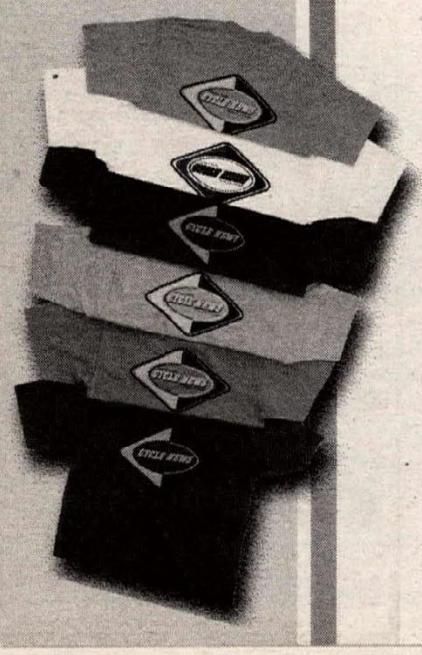

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(Between 9am and 5pm PST)
24-Hour FAX (714) 751-6685

Credit card orders OK

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WANT ADS

HELP WANTED

Service Writer Wanted, Boca Raton, FL

Applicant should be experienced in the following: customer communication, computers, lightspeed, scheduling supervision, warranty motorcycles and watercraft. Honda-BMW-Polaris lines. Call (561)997-6400 fax (561)997-2612, attention Manny Ordonez, GM. FL

Mechanic Motorcycle

Busy shop seeks experienced technician for year round work. Excellent pay and benefits. Apply in person at Cycle Sports Eugene, 469 East 3rd, Eugene, OR or fax resume to (541)302-9005, attention Robert. OR

Technician Wanted

Busy Southern California Honda dealership needs experienced technician to join our team. Gold Wing experience a plus! Excellent pay plus benefits. Call Rick or Roger at Huntington Beach Honda (714)842-5531. CA

Accessory/Parts Manager

Come join our team! Bert's Motorcycle Mall, in Azusa, CA, is looking for a highly motivated person with O.E.M. parts and accessories experience, and a full range of after market accessory knowledge. Must be able to direct and manage a team of 10-15 people. We are a full line dealer of Hon, Suz, Yam, Kaw, Duc and Sea-Doo. You must have retail in your blood. We offer good salary, commission, medical insurance, 401K plan, and paid vacation. If you feel that you are the person, and you are interested in working for the best in California, call Ron Seidner at (626) 334-1288. You can also reach Ron by fax at (626)334-9586 or by e-mail at turbobert@aol.com. CA

Sales/Technical

Come join the high performance leaders. Yoshimura R&D currently has full time positions available in the sales and technical departments. The ideal candidates must have extensive motorcycle knowledge, prior phone sales and customer service experience. Yoshimura offers competitive pay, medical insurance, paid vacation and more. Qualified applicants should submit a resume by mail to: Yoshimura R&D, 4555 Carter Court, Chino, CA, 91710 or fax to (909)591-2198, Attn: Walter Wells.

Service Manager/Mechanics

Established Southern California multi line dealership servicing Honda, Kawasaki and Polaris, is currently seeking an experienced Service Manager and Mechanics. Contact Jon Z. at Temple City PowerSports (626)287-6167 or fax resume to (626)287-5449. CA

BMW Service Technician

Excellent opportunity for BMW Certified, top quality team player. Join our expanding and enthusiastic shop with an all European feel. Long term employment in wonderful upstate NY.....Please contact Ron Usenza in strict confidence @518-377-8600 or fax resume and salary requirements to (518)377-9040. NY

Parts/Service Tech and Sales People Needed

Expanding motorcycle and watercraft dealership looking for an experienced parts and sales person.Looking for entry level service technicians capable of working on motorcycles and pwc. Great pay and great area to live in. Contact Ali at (805)254-2929 or fax (805)254-5926. CA

Parts Department Manager

Expanding multi line motorcycle and watercraft dealership seeking qualified individual for position of parts manager. Looking for energetic and hard working person with at least 5 years experience, preferably at management level, in a motorcycle dealership parts department. Knowledge of Honda parts policies and Lightspeed computer system is required. Individual must be self motivated and possess ability to supervise parts staff. Dealership is located in beautiful So. Oregon. We offer a competitive compensation package and full benefits. Fax resume to (541)772-3401. ORe

Harley Service Tech

Experienced and certified H-D tech needed. Machine shop and race experience preferred. Located in Wisconsin between Milwaukee and Green Bay. Willing to help in relocation. Contact Hansen Motorcycles (920)684-0237. WI

Parts Manager & Parts Counter

Experienced only for parts counter. Hourly wage plus commission. PARTS MANAGER. Will consider experienced counterperson. Salary plus bonus package, health, vacation. Call Mountain Motorsports, Shawn or Colin (909)988-8988. CA

Parts Manager, DelRay Bch, FL

For large parts and accessory Kawasaki, Suzuki, Sea-Doo dealership. Needs experienced professional with lightspeed knowledge. Salary plus commission, plus benefits. Call (561)278-8900 fax (561)278-3231 attention Manny Ordonez, GM. FL

Service Writer

For progressive motorcycle/boat dealership. Requires excellent mechanical, customer service and organizational skills. Excellent pay at busy dealership. Please apply in person at Cycle Sports Eugene, 469 East 3rd, Eugene, OR, or fax resume to (541)302-9005 attention Robert. OR

Parts Manager

Snowmobile, motorcycle, marine industry. Must be neat, organized and people friendly. Send hand written resume to MVE, PO Box 458, Cody, WY, 82414.

Watercraft Technician

Fully qualified technician for a multi line dealer. Career position for right person. Relocation assistance, demo plan, profit sharing, excellent pay & benefits. Send inquiries to: Division J, P. O. Box 5084, Costa Mesa, CA 92628-5084.

Parts Manager/Parts Counter

H-D, Buell, Ducati, Triumph, Bimota, Suzuki dealership looking for someone who knows the industry. Will train the right person for counter sales. Located in Wisconsin between Milwaukee and Green Bay. Willing to help in relocation. Contact Hansen Motorcycles (920)684-0237. WI

Business Is Great!

Honda of Houston Service Department now has openings for service writer, technician and setup person. Top pay, good benefits and year round work. Call Mark Maness at (713)467-2426 or fax resume (713)467-2686. Email: hondahou@wt.net. TX

Parts Counter Manager

Honda, Yamaha, 27 year old dealership, looking for someone who knows parts, computers and customer satisfaction skills. Call Rich at R & R Sportscenter, Paso Robles, CA (805)238-0442 or fax resume to (805)238-2637.

#1 Tech = Big $ $

If you like what you do and making money too. We want you! Must be excellent watercraft/mc technician. Must be a team player and drug free. Attn: Jeff, Del Amo Motorsports, Phone (310)372-8891, Fax (310)379-2730. CA.

Sales, Parts and Service

Immediate openings in all of the above positions. Dealer expanding and looking for everything from Managers to technicians. Burbank Kawasaki, (818)848-6627. CA

Ducati North America

is interviewing for Sales and Service positions open at dealerships from Seattle to San Diego. Sell and/or service one of Europe's most exclusive brands, DUCATI, in largely european m/c environments. Live in sportbike heaven, ride 8 to 12 months a year. We are looking for motivated enthusiasts with European m/c background. Training and/or relocation allowance for the right person available. Salary and benefits commensurate with experience or attitude. Please fax resume to: D. Collin @ (510)532-9068. CA

Sales - Motorcycle/Sea-Doo

Large 5 line dealer has 3 openings for quality people. Serious money to be made. Join our team. Will train. Benefits, 401K. Ask for Paul. (213)466-7191. CA

Service Technicians

Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the Powersport Industry, call today. Excellent pay, benefits and relocation assistance. Ask about our four day work week. Coleman PowerSport (703)237-3400 or (800)888-3619. Kim Harrison. VA

Parts Position

Largest M/C dealership in Northwest has immediate opening. Good work environment, 5 day work week, 401K, health, dental, vacation and holiday pay. Pre-employment drug screen required. Beaverton Honda-Yamaha-Seadoo, fax resume (503)684-5084 or call (800)929-1044 ask for Shari. OR

Technician Needed

Leading motorcycle dealership in North Carolina is looking for an experienced technician on all major brands. Great benefits and commission pay. Please call Sandy Lankford (336)767-2020 or fax resume to (336)767-2021.

Service Technicians

Progressive Yamaha, Polaris, Sea-Doo dealership in the Dallas area is in need of a qualified technician. Good pay structure and benefits. Contact Jerry (972)231-4833. TX

Salesman

Proltalia, Glendale, California, needs salesman. Motorcycles and apparel sales near California's best riding. Motivated, European motorcycle background. Base pay/commission, insurance and vacation. Fax B Nation (323)464-2610. CA

Motorcycle Technician

R Cal Racing, Orange County's leading high performance motorcycle service and accessory center is currently looking for all levels of skill for motorcycle service technicians. Salary compensated by experience. Send resume to R Cal Racing, 16651 Gothard Street Unit H, Huntington Beach, CA, 92647 or call (714)848-6797 or fax (714)848-6208. CA

X-Racer Preferred

Small Colorado dealership looking for experienced motorcycle and ATV mechanic. Snowmobile mechanical knowledge a plus but will train. Good clean living and the best riding in the country! Great pay and benefits to the right person. Fax resume and references to (970)641-3162. CO

R & D Technician

SuperTrapp/KERKER is looking for a quality individual experienced in the area of motorcycle/ATV engine performance. Qualified candidates will have a knowledge of dyno operation, exhaust design, flow measurements, jetting and fabrication experience in exhaust materials. Fuel injection and racing experience a plus. Standard tools are required. Competitive salary and benefits are offered. Please send resume to SuperTrapp R & D, 4540 W. 160th Street, Cleveland, Ohio, 44135. (216)265-8400 or fax @ (216)265-0130. OH

Service Manager
Leading motorcycle dealership in North Carolina is looking for an agressive take charge leader to run our Service Department. Great benefits, pay and working environment for the right go-getter. Please call Sandy Lankford (336)767-2020 or fax resume to (336)767-2021.

White Brothers Suspension Specialist
Heavy emphasis on WP. Inventory management, computer skills, new product development a must. Comprehensive package to the qualified individual. Come join our winning team! Fax resume to dept. H/R at (714)692-3409 or mail/drop off to White Brothers, 24845 Corbit Place, Yorba Linda, CA 92887

TECHNICIANS AND PARTS PERSONS wanted. New shop opening in West Los Angeles needs experienced motivated people. We specialize in Japanese and Italian motorcycles along with watercraft and ATV's. (213)939-2370. CA

Assistant To Museum Director
The Motorcycle Heritage Museum seeks candidates for the position of assistant to museum director. This position will assist the director with registration, conservation, exhibits, special events and museum promotions. Strong interpersonal, organizational and writing skills necessary, as well as knowledge of computer and data base management. Successful candidate will also be responsible for museum gift shop operations and museum record maintenance. Minimum qualifications include a college degree in a related field or equivalent experience. Demonstrated knowledge of motorcycles or of the history of motorcycling is an asset for this position. To apply, please send cover letter and resume to: American Motorcyclist Association, Human Resources/AMD, 33 Collegeview Rd., Westerville, OH, 43081-6114, Fax: (614)891-5012.

Experienced Technicians
We are growing. We need high caliber technicians, top pay, no slow down. Benefits, bonuses. Fax (949)859-7660.

BUSINESS OPPORTUNITIES

Office Building For Sale
7,000 sq. foot office building with view of downtown Long Beach. 100% office, 3 executive offices, 28 secure parking spaces. Vacant and ready to move in. Call (714)751-7433 for more details. CA.

Office Space For Lease
Beautiful 10 office suite. 2,250 sq. ft., restroom with showers, new carpet and paint, quiet location. Move in today at $1.05 gross - Costa Mesa, CA. Call John Bucher (714)833-2909 for appointment. CA.

Franchised Dealership
Central Florida established Suzuki, Yamaha dealership owner wants to retire after 33 years. Turnkey operation. Serious inquiries only. Call Joe (941)682-4607 days (941)683-1154 evenings, weekends. FL

GMD Computrack-Boston
is seeking to expand in the Chicago area. Applicants must have an existing business in the motorcycle industry. Joint venture and rental programs are available. Call Peter Kates at (508)270-2655. 10am to 6pm. MA

Wasp Dealerships
Now available in protected areas. (713)472-3694. TX

OKLAHOMA DIRT BIKE MANUFACTURER offers great product with national customer base. Unlimited growth protential. Injury forces sale. (918)479-6777. OK

Motorcycle Business For Sale
Small motorcycle store and shop with very large clientele. Located in East Central New Jersey. Specialize in offroad. Call for more info (732)240-2302. NJ

COLLECTORS

88 Yamaha FZR750R
1 of 200, adult owned. Never raced or down. Mint condition, many FZR750 parts, transmission, alternators, starter, clutch, heads, race boxes, FZR1000 rear wheel. (612)263-7657. MN

Vintage MX Collection
125 Elise, VR250, 125 Pursang, DKW125, Puch 125, 250 Mag, CZ250 Falta, Rickman 250VR, Husky 175, Penton 250, Bul Pursang Model 121, others. All 100 point show. Serious inquiries only. (925)933-8094. CA

1967 HONDA CB77 SUPER HAWK low miles $2,500. 1965 CL77 Scrambler $1,000. 1975 MR50 correct restoration $2,500. ZB50 $1,200. 1992 Husky 250 WXE like new $2,600. (909)678-1039. CA

1974 HUSKY CR250 MAG, very correct, not ridden since cosmetic restoration, runs excellent $2,200. Two 1974 Husky 400's both have had a cosmetic restoration, one has a new rebore $1,600 and $1,700. Can deliver to CA, AZ, NV on September 18-20. (505)885-4276. NM

1972 Shell XS750 Star Racer
Dirttracker, fresh motor, new BTE clutch. $4,600. (217)835-6673. IL

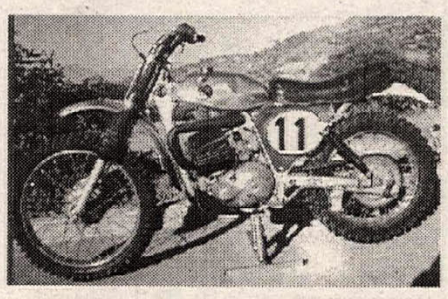
95 GSXR1100 Water Cooled
Parting out complete bike, cosmetically damaged, 5,500 miles, also have 2 stock Harleys 68 FLH and 69 XLH. Leave message (815)946-2603. IL

70 Ducati 450 3D
Excellent unrestored condition, 7,300 miles. Strong runner. $2,750. (909)628-7277. CA

KAWASAKI H1 1972, runs perfect, looks new, $1,500. Also Z1 parts. (949)650-8707. CA

Trackmaster BSA 650
Late 60's A65 motor built by Johnny Isaac's. Ceriani forks, Barnes wheels, new aluminum tank and seat, setup for oval track. $6,500 OBO Dan or Kathy (209)291-2242. CA

ISDT Reunion
October 3-4, 1998 at Byrd's Campground near Fort Smith, AR. A two day ride in the Ozark National Forest with special tests and grass track MX. (AHRMA rules) Banquet celebrities include Malcolm Smith, Dick Mann, Preston Petty, Chris Carter and many more. Write for entry and information, Leroy Winters, 10303 Hiway 45 South, Fort Smith, AR, 72916 (501)646-1168



69 GREEVES GRIFFON 250, runs perfect. Will sacrifice at $900. Call and leave message. (760)379-1107. CA

1972 Husqvarna 250CR
Race ready, Works Performance shocks, $800 OBO (818)246-0683. CA

1963 Yamaha TD1 Roadracer
Stored for a long time, for details call Mike after 6PM CST. (918)455-9538. OK

1974 Yamaha RD350
Very good condition, new battery, cables, o-ring chain, tires. Classic two stroke styling and speed. The original crotch rocket. $875. (770)509-1923. GA

GENERAL MERCHANDISE

1977 BULTACO 250PURSANG. Spare engine and parts. Clean $1,200. OBO. (760)945-3034. CA

1979 DUCATI 900GTS 8,000 original miles, mint. $3,700. OBO. Must sell ASAP, bought house. Wanted 1974/78 Ducati 750 frame. (760)934-3447. CA

1980 DUCATI 900SS GAS TANK, black and gold. Original. Removed from bike 1980. $500. Veglia white face competizione tach $300. 1984 XR1000 gas tank, silver with one inch dent $75. (203)259-3199. CT

Quickest Box Van In Town
1982 E 350 Box Van. All aluminum box, sleeps four, water tank, air compressor, s.s. work bench, $7,000 in motor, $9,000 buys the whole truck. Ready to go to the races, just add bikes. (941)644-6303. FL

Ducati SP3
1991 SPS 888, factory equipped, Ohlins front fork, rear shock, dual injectors, close ratio gearbox, special cams, etc. Includes all original parts plus Marchesini wheels, Brembo GP front calipers and handmaster, steering damper, magnesium clutchside case and Termignoni complete spaghetti system. One of 30 bikes brought into USA by Cagiva N.A., CA registered, original owner, bike never raced or down. $15,500. Steve (805)641-9540 days. CA

1991 SUZUKI GSXR750, 17,000 miles, hard to find condition, adult owned and maintained, $4,100. Chad (402)488-4199. NE

Yamaha YZF 600 Blow Out
1994 YZF 600 with clean title, 1997 YZF motor, front end, brakes, rear Fox Shox. 2 sets of wheels, rain tires, 2 sets of race bodywork, tons of spares, YZF and FZR. V&H Powerpak, Megacycle cam shafts, RES ported head, Hindle exhaust, setup for expert roadracer, 105 rear wheel hp, Falicon crankshaft and clutch basket, four Carillo rods. (508)761-9779. MA

1995 FE600 HUSABERG, maintained by senior rider, two exhausts, green stickie, very good condition $4,995/obo (805)945-5739 home (562)982-6601 work. CA

1995 KTM 550MXC, very good condition $3,200, 1984 KTM 600cc 4 stroke, Rotax powered, excellent bike $2,100. Can deliver to CA, AZ, NV on September 18-20. (505)885-4276. NM

Wanted XR400 Engine
(800)385-9912. WA

Racing on the Tube — September Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
9/1/98	3:00 PM	Millville, MN Motocross (R)	ESPN2
9/1/98	7:00 PM	Bike Week - Antique Motorcycle Meet	Speed
9/1/98	9:00 PM	Canadian Superbike C'ship - St. Felician	Speed
9/2/98	3:30 AM	MotoWorld (R)	ESPN2
9/3/98	6:30 PM	MotoWorld	ESPN2
9/6/98	5:30 AM	MotoWorld (R)	ESPN2
9/6/98	3:00 PM	AMA 600 Supersport - Pikes Peak (Same day delay)	Fox
9/6/98	4:00 PM	MotoWorld (R)	ESPN2
9/6/98	4:00 PM	AMA Superbike - Pikes Peak (Live)	Speed
9/6/98	5:00 PM	World Superbike - Assen, Holland (Same day delay)	Fox
9/6/98	5:00 PM	FIM World GP 500 - Imola, Italy (Same day delay)	Speed
9/6/98	6:00 PM	Canadian Biker TV - Connie Mitchell host	Speed
9/6/98	10:00 PM	FIM World Superbike - Assen, Holland (Same day delay)	Speed
9/8/98	7:00 PM	Bike Week - Larry Maiers host	Speed
9/8/98	8:00 PM	AMA Formula Extreme - Pikes Peak	Speed
9/8/98	9:00 PM	FIM World GP 125 - Czech Republic	Speed
9/10/98	6:30 PM	MotoWorld	ESPN2
9/11/98	6:30 PM	MW2 Rev It Up	ESPN2
9/11/98	8:00 PM	FIM World GP 250 - Czech Republic	Speed
9/11/98	9:00 PM	AMA 750 Supersport - Pikes Peak	Speed
9/11/98	10:00 PM	Formula USA MCTV - New Hampshire Int'l Speedway	Speed
9/11/98	10:30 PM	Formula USA MCTV - New Hampshire Int'l Speedway	Speed
9/13/98	1:00 PM	MotoWorld (R)	ESPN2
9/13/98	3:00 PM	AMA Superbike - Pikes Peak (delay)	Fox
9/13/98	6:00 PM	Canadian Biker TV	Speed
9/15/98	7:00 PM	Bike Week - Vintage Canada	Speed
9/15/98	8:00 PM	FIM World Supersport - A-1 Ring, Austria	Speed
9/16/98	3:30 AM	MotoWorld (R)	ESPN2
9/17/98	6:30 PM	MotoWorld	ESPN2
9/17/98	10:30 PM	Binghamton, NY Motocross	ESPN2
9/18/98	2:00 AM	MW2 Rev It Up (R)	ESPN2
9/18/98	6:30 PM	MW2 Rev It Up	ESPN2
9/19/98	7:30 PM	American Thunder - Cruiser Show	Speed
9/20/98	10:00 AM	MotoWorld (R)	ESPN2
9/20/98	5:00 PM	World GP - Catalunya, Spain (Same day delay)	Fox
9/20/98	6:00 PM	Canadian Biker TV	Speed
9/20/98	10:00 PM	FIM World GP 500 - Catalunya, Spain (Same day delay)	Speed
9/22/98	3:00 PM	Binghamton, NY Motocross (R)	ESPN2
9/22/98	7:00 PM	Bike Week - Celebrity Dual Sport	Speed
9/22/98	8:00 PM	FIM World Supersport - Assen, Holland	Speed
9/22/98	9:00 PM	Canadian Superbike C'ship - Shannonville	Speed
9/22/98	10:00 PM	FIM World GP 250 - Imola, Italy	Speed
9/23/98	3:30 AM	MotoWorld (R)	ESPN2
9/24/98	6:30 PM	MotoWorld	ESPN2
9/24/98	10:00 PM	Delmont, PA Motocross	ESPN2
9/25/98	3:30 AM	MW2 Rev It Up (R)	ESPN2
9/25/98	8:00 PM	FIM World GP 125 - Imola, Itlay	Speed
9/26/98	3:00 AM	Delmont, PA Motocross (R)	ESPN2
9/27/98	2:00 AM	MotoWorld (R)	ESPN2
9/27/98	5:00 PM	FIM World Superbike - Sentul, Indonesia (Same day delay)	Speed
9/27/98	6:00 PM	Canadian Biker TV	Speed
9/29/98	7:00 PM	Bike Week - Steamboat Spgs Vintage Days - Part 1	Speed
9/29/98	8:00 PM	Formula USA MCTV - Pocono Int'l Raceway	Speed
9/29/98	8:30 PM	Formula USA MCTV - Pocono Int'l Raceway	Speed
9/29/98	10:00 PM	Moto Liberty 125 - Laguna Seca	Speed
9/30/98	3:30 AM	MotoWorld (R)	ESPN2

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.*

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Thur.,	Sept. 3	MX Practice 8:00am till DUSK
Sat.,	Sept. 5	MX Practice 8:00am till 2:00pm
Sun.,	Sept. 6	GFI MX (gates open 6:00AM)
Thur.,	Sept. 10	MX Practice 8:00am till DUSK

IMS FRIDAY NIGHT SX SEPT 11th & 25th
LAST CHANCE AMA CALIF STATE CHAMP QUALIFIER SEPT 20th

Riverside Old Timers
Over 40 MX Club
Serving All of Southern California
Sat., Sept. 12 Starwest, Moreno Valley, CA (Gates Open at 4PM)
Sun., Sept. 20 SoCal Raceway, Victorville, CA (Gates Open at 7AM)
Info: (714) 996-8327 • (909) 279-6647

CMA (209) 673-8080

Sat.,	Sept. 19	Little Okie - Madera, CA
Sat.,	Sept. 26	Little Okie - Madera, CA
Sat.,	Oct. 3	Little Okie - Madera, CA

Wed. Night Practices - Little Okie, Madera 5-9 pm

GFI RACING (909) 653-4042 A Rider for the Riders
Southern Region

Fri.,	Sept. 4	Friday Night Practice(5PM - 10PM)	Perris
Sun.,	Sept. 6	GFI Fall Series Round 1*	Glen Helen
		*Goat, Kawasaki, Suzuki & Yamaha Contingency	
Sun.,	Sept. 6	GFI at Night Awards - 2:00 PM	Glen Helen
		Must be present to win!	

GFI RACING (209) 656-9682 A Rider for the Riders
Northern Region

Sun.,	Sept. 6	Oatfield Race Way,	Turlock, CA
Sept	12 & 13	Hollister Hills GP Track,	Hollister, CA
Sun.	Sept.20	Hollister Hills GP Track,	Hollister, CA
Sun.,	Sept.27	Oatfield Race Way,	Turlock, CA

Saturday Practice 8am - 2pm prior to race events

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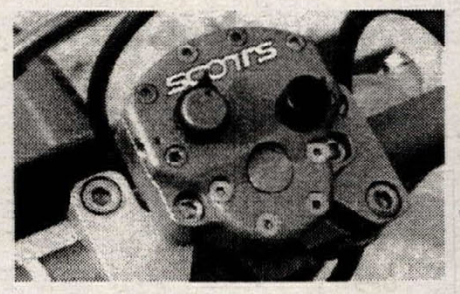

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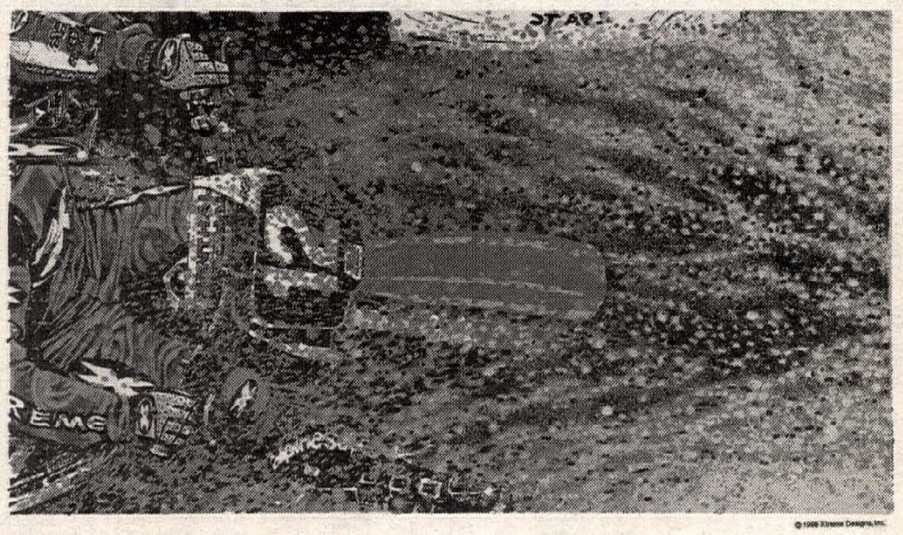

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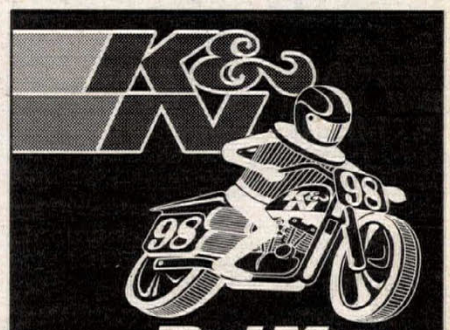

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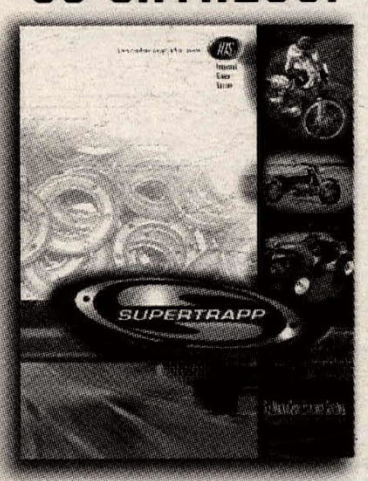

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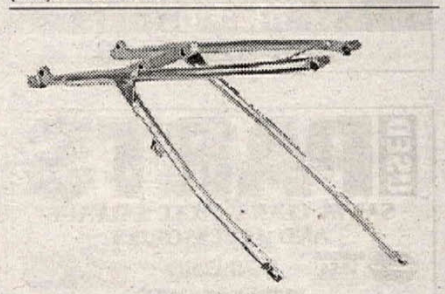

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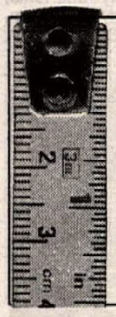
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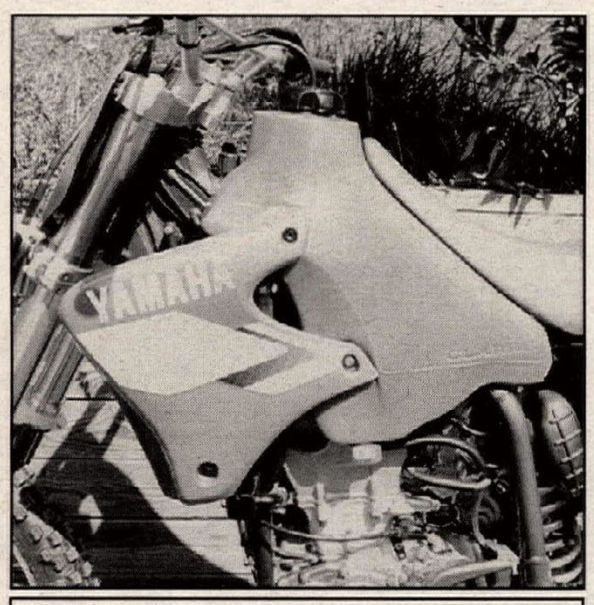

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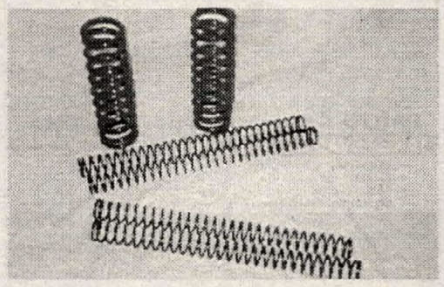

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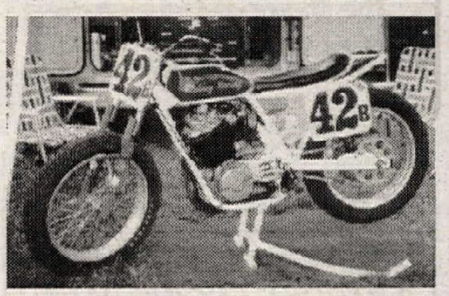

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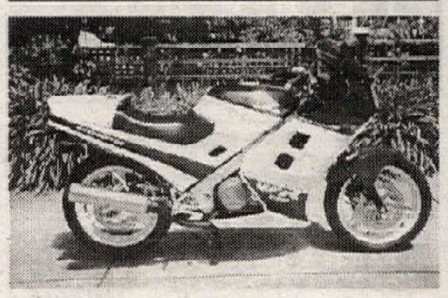

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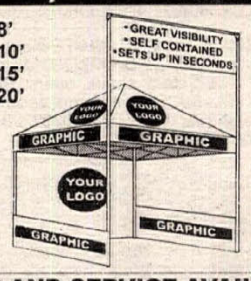

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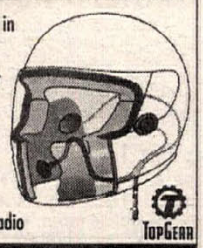
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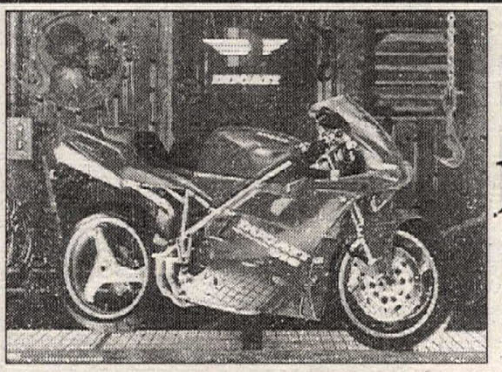
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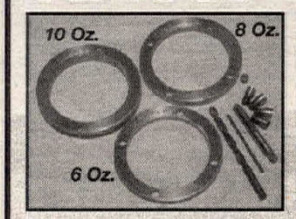

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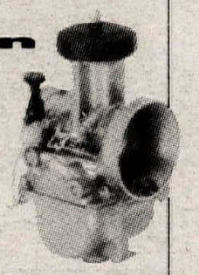

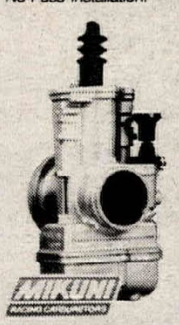

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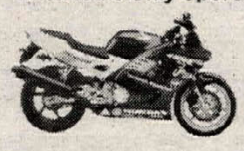

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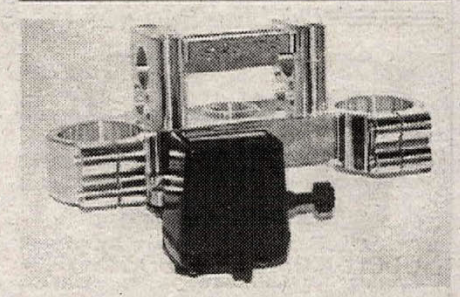

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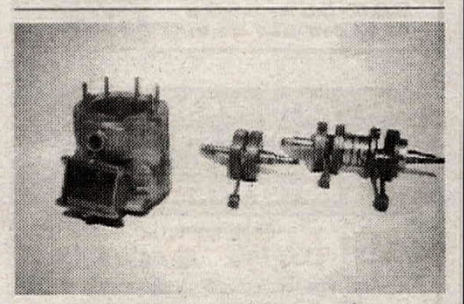

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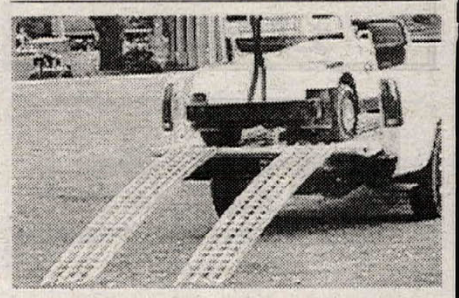

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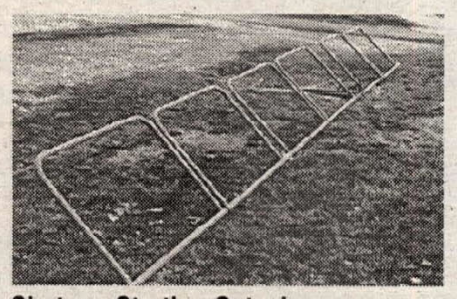

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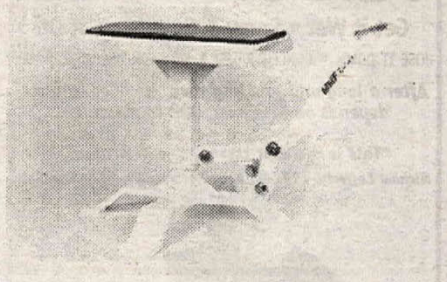

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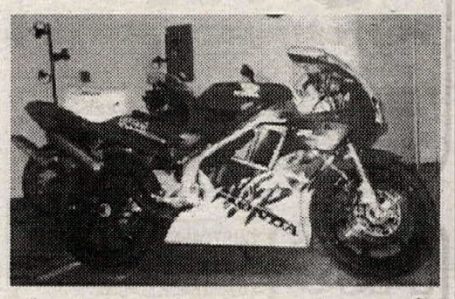

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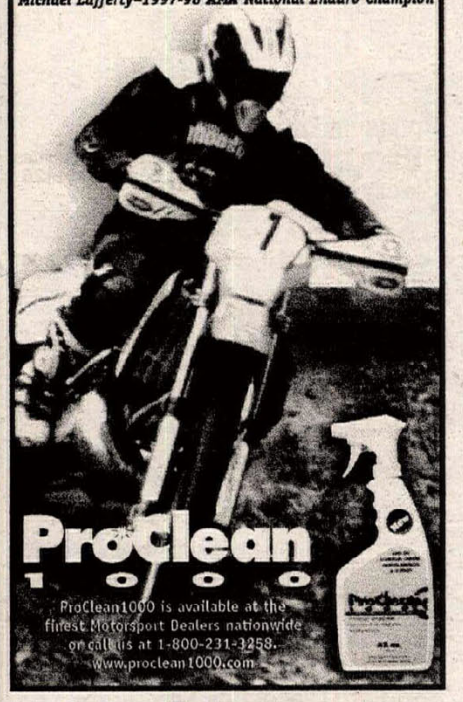

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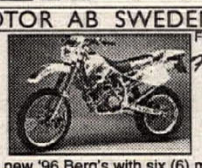

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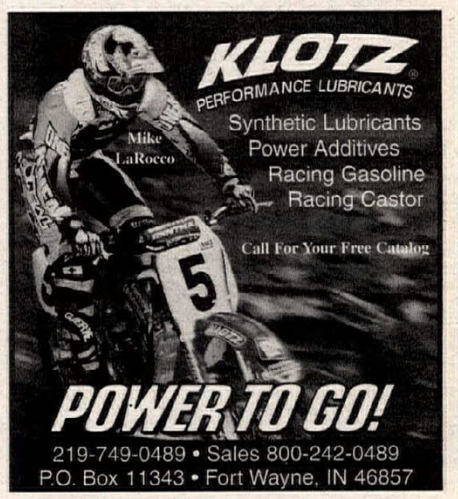

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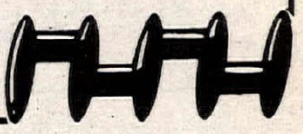

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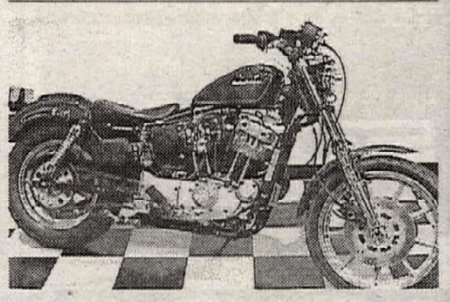

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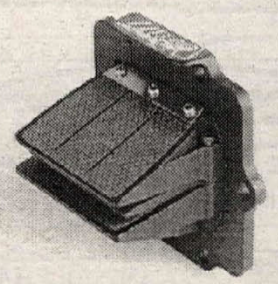

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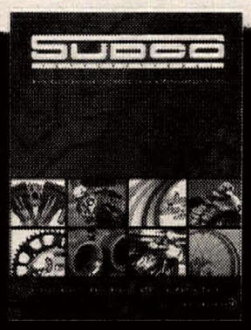

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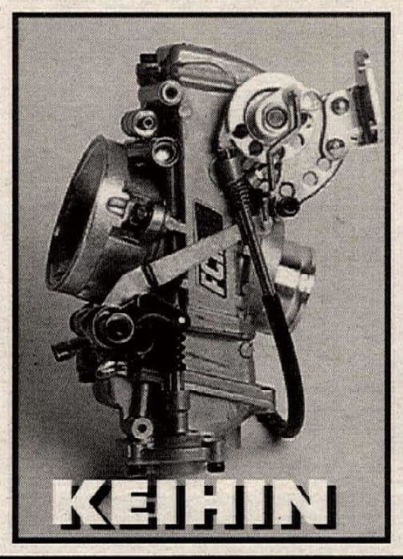

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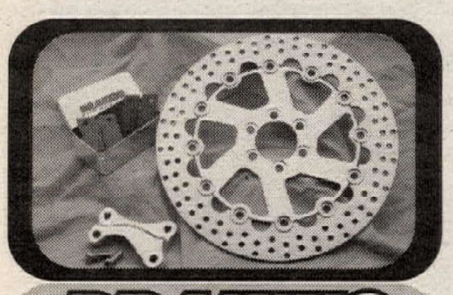

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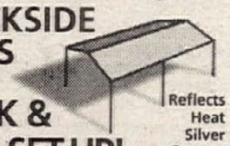

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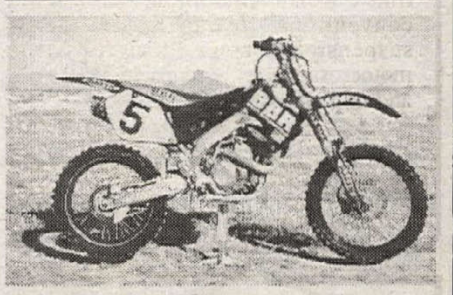

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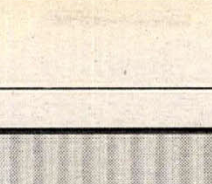
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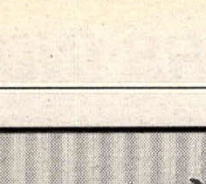
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_____CN "Not Enough" @ $11.95 _____
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_____CN "#1 Plate" @ $11.95 _____
(Size: M _____ L _____ XL _____ XXL _____)

_____CN "White Diamond" @ $11.95 _____
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_____CN "Gray Diamond"@ $11.95 _____
(Size: M _____ L _____ XL _____ XXL _____)

_____CN "Olive Diamond"@ $11.95 _____
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(Size: M _____ L _____ XL _____ XXL _____)

_____CN "Tan Diamond" @ $11.95
(Size: M _____ L _____ XL _____ XXL _____)

_____Team Smitty @ $11.95 _____
(Size: M _____ L _____ XXL _____)

_____CN "Dirt Track" @ $11.95 _____
(Size: M _____ L _____ XL _____ XXL _____)
CN#26/R

Miscellaneous

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_____MX Cat Comic Book @ $2.00 _____
_____Cycle News Stickers 2 FREE with S.A.S.E. _____
_____Cycle News Hats @ $19.95 _____

Images in Motion Artwork

Limited Edition Prints
By Robert Utne

Fast Forward: Kevin Schwantz
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___ w/ hand-painted matting $219.99 _____

Never Forgotten: Donny Schmit
___ Artist-Signed Print $94.99 _____
___ w/ hand-painted matting $169.99 _____

Ciao: Max Biaggi
___ Artist-Signed Print $94.99 _____
___ w/ hand-painted matting $219.99 _____

Showtime: Jeremy McGrath
___ Artist-Signed Print $94.99 _____
___ w/ hand-painted matting $169.99 _____

Motorcycle Champions Artwork

By Lee Bivens

___ **Mick Doohan** Signed $155.00 _____
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___ Artist Proof Signed $ 225.00 _____
___ **Scott Russell** Signed $ 95.00 _____
___ Artist Proof Signed $155.00 _____
___ Unsigned $ 50.00 _____
___ **Ferracci & Polen** Signed $110.00 _____
___ Artist Proof $155.00 _____
___ Unsigned $ 55.00 _____
___ **DuHamel & Hale** Signed $110.00 _____
___ Artist Proof $175.00 _____
___ **Ed Kretz "Iron Man"** Signed $65.00 _____
___ Artist Proof $110.00 _____
___ Unsigned $ 30.00 _____

Limited Edition Prints
By Jeff Gundlach

Thirty Five and the Volcano
___ Artist-signedPrint @ $150.00 _____

Books

Wayne Rainey His Own Story
By Michael Scott
$37.95 ($34.95 for five or more) _____
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Kinney Jones Autographed Series:
1998 Collector's Edition
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Supercross 1998
By Brent Madarasz
$24.95 (Includes shipping) _____

1998 Laguna Seca World Superbike Program
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GUEST EDITORIAL

By Kim Orndorff

I imagine it's not often that many of you wander out to Utah for some trail riding - not that you shouldn't, mind you. Come on out, call me up. The riding here is excellent and ranks right up there with sex, good food and perfect suspension for satisfaction. We have everything from sand to slick rock, tight trees (complete with over-your-handlebars roots), streams, washes, technical goat trails, and wide-open desert. You want fun for the family? We got it. You want macho, nasty, studly, five-miles-takes-all-day stuff? We got it. You want to jump off some sand dunes because either you're a teenager or you have no brain cells left and you like hospital food? We got it. For now, that is. But we are in serious danger of losing much of what we have. And if that happens, a few years from now, when you decide to take that family vacation and tour this land that ol' Brigham Young and his platoon of significant others settled, well, you'd best bring your hiking boots and horses. That's all that will be allowed.

There is an environmental trend, backed by very powerful groups, toward limiting OHVs at best, and at worst banning them altogether on public lands nationwide. Out here in Utah, we have oodles of beautiful BLM land, and these groups will not be happy until they lock it all up by designating it as "wilderness." To be exact, the current proposal by the lunatic fringe is 8.5 million acres of wilderness in Utah alone.

Whatever state you ride in, you may have lands designated as "wilderness." These lands were created as a result of the 1964 Federal Wilderness Protection Act. The environmental groups' propaganda would lead you to believe that without "wilderness" status, federal lands are in jeopardy of strip mines, subdivisions, and alien landing strips; that, unless and until federal lands carry such status, the godless hordes of OHV riders, bicyclists, and Jeep drivers will rip up every square inch of land with their knobbies and turn the land into a junk heap. Simply put, once land is designated "wilderness," it means that there are only two acceptable forms of travel: on foot or on horseback. No Jeeps, OHVs, mountain bikes, skateboards, wheelchairs, cars - in short, nothing mechanical whatsoever. You can't land a plane or helicopter, even if there is a life-threatening medical situation. Lost and/or injured hikers can only be rescued on foot, horseback, or by magic fairy dust. Violation of wilderness designation for any reason is subject to fines or criminal action.

Toward the end of July 1998, the Utah Wilderness Coalition proposed that 8.5 million acres be set aside in Utah as "wilderness." This equals 13,600 square miles. That's more than 1 1/2 times the size of New Jersey. Emery County, Utah, alone would lose 48.3 percent of all its land to wilderness if this goes through. First of all, why should you care about what goes on in Utah? The same reason I care if the Statue of Liberty gets knocked down out in New York, or that your trails get closed in New Jersey: because we're fellow riders. Because when you or your kids or your friends come here, unless you have lots of time and some good horses, or unless you can hike a bazillion miles, you will be locked out of some of the most beautiful scenery in the nation. Think about it: How far do you think your 5-year-old can hike? And how far will your 15-year-old go without his CD player? And you: Are you ready to hike 50 miles carrying your tent, food, bug repellant and TP?

We need the help of every rational human being out there, whether you're east, west, north, south or living in Kansas. "Rational" would be those of you that believe man and nature can coexist and that two-strokes have not single-handedly destroyed the ozone layer. Your voice to your elected official is as powerful as mine, because final decisions on wilderness areas are made by Congress, not by the citizens of the state in which the wilderness exists. Our nations' freedoms are being decided by a handful of politicians (i.e., lawyers and/or people who have a higher credit line on their Visa than the average person's mortgage). That's who makes up Congress. That should scare you worse than seeing a dead, fermenting cow lying in the middle of your trail. These politicians decide if you can own guns, if you can ride your motorcycles on trails they'll never see and don't care about, if you have to wear helmets and seatbelts, how much tax you pay, and whether or not you have the right to burn a flag, discipline your children, or send hate mail to the IRS.

These elected officials have a fairly simple agenda when it comes to passing legislation: Will it get them more money? Will it get them reelected so they can get more money? That's fact. If you, I, and a few million other voting citizens out there don't make our voices heard, then gobs of beautiful land are going to come under lockdown. So I'm adding to your list of things to do. Write editorials; send letters to your representatives. Inform your friends and neighbors; watch out for your own states. What happens in Utah sets a precedent for other states and their wilderness decisions. Next time it might be your back yard in trouble- and you'll want help.

But don't go yelling from your pulpit - you need to sound informed. Here's some very basic history. Back in the early 1960s, public lands were afforded little, if any, protection. Most environmentalists were in diapers. In 1964, the Federal Wilderness Act was passed, and since 1976, all lands remaining to the government are to be owned by the federal government in perpetuity. All these lands are now subject to all federal environmental laws, the majority of which have been passed since the 1964 Wilderness Act. For example, since 1964, it is impossible to even build a road on federal land without federal permission; mining operations must now prove that they are economically viable; and there are stringent requirements for mine reclamation. The Endangered Species Act of 1973 has provided additional federal protection for threatened birds, mammals, insects, and yes, even plants.

My point here is this: Because of current land-management techniques, and because there is a lot of land to ride on, the BLM land in Utah currently open to trail riding looks pretty much like it did 30 years ago. There are some Jeep trails, motorcycle trails, old mining trails, abandoned railroads from the late 1800s, but, in short there is a wonderful history and legacy out here that is available to every person in this nation who can hop in a Jeep or truck, ride a mountain bike, OHV, hike, horseback, ride a motorcycle, roller-blade, skateboard, ride a camel, whatever. This means that everyone has the opportunity to view much of Utah's spectacular country, including those disabled by physical and/or medical problems. We currently have wilderness-study areas, and most of us would agree with designating between 1 and 2 million acres of wilderness here in Utah. Despite what you may have heard or read, no one is carving swathes of mines, trails or building McDonalds to destroy the view.

Many trails in Utah are often decades old. They are the very same trails that our ancestors used. Fifty years from now, we can continue to walk down these trails and somehow connect ourselves to the past. The radical environmentalist groups would have us believe that preserving the past is more important than living in the present. Aren't we - as a culture, as a people - every bit as important as any culture or civilization that walked before us? When did someone decide that all that has been created - the roadways, the trailways, the paths walked for years - were things that were of no value?

Have you ever carved your name on a tree? How about on a school desk? (C'mon, 'fess up.) Have you put your handprint in the cement and left your name and date? Isn't there something innately human in leaving behind the proof that we have been here? Is this desire any less wrong because we live in the 20th century? Whether covered wagon or motorized vehicle made the roads, they are still trails that carry a history. To protect our land and resources is necessary - and is currently being done even now, without wilderness designation. Wilderness areas are essential for areas whose contact with man has indeed been so infrequent or rare as to leave scant trace of ever having been there, or for areas whose rare ecosystems are truly endangered. But to wipe out established trails, to insist that because a road or trail exists we have somehow damaged the land and we must allow it to return to the wild, is to make us burn the tree that bears our name. It is saying that we are not entitled to our connections to the past, and we are not entitled to share these connections with our future. It is taking away the freedom of many because of the wishes of a powerful, elite group who think granola bars are a delicacy and know bottled water by its bouquet. I think that as users of trails, we can all agree that we are not asking to open new lands, but we are asking to leave the trails we have now. We need to demand that all people be allowed continued access to currently open federal lands and fight the pressure being applied by those who think that only they can make the best decisions for the rest of the world. And if that doesn't work, by God, I'll start blockading granola bars and bottled water.

So, what do you do while I'm blockading? You become educated on land issues and the trails you ride in your own state. First and foremost, everyone must be actively concerned with his or her own little corner. As time passes, you will find that OHV use will become threatened nationwide. I will stake my brand-new motorcycle on that. Use your local clubs, your AMA districts - even your mean Uncle Fester - as collective means to fight trail closures where you live. Don't just allow it to happen by your own passivity. There are organizations now whose purpose it is to fight to keep trails open.

And pick up that pen or computer mouse and send a letter to your political representatives. Tell them that you oppose increasing federal control in land-usage issues. If you want to help us in Utah now, then specifically mention the 8.5 million-acre proposal and plagiarize this article as much as you want. We are a minority - we have to band together for the future of motorized off-road use.

But come on out to Utah, and I promise to take you on the ride of a lifetime - and show you why these trails are worth every battle we are going to fight. CN

LOOKING BACK...

30 YEARS AGO...
SEPTEMBER 26, 1968

Bart Markel (H-D) was the "miracle man" at the San Jose, California, 14-mile National. Markel took the lead with a bold high-line maneuver in turn two and was never headed. Defending series champion **Gary Nixon** (Tri) finished second and regained the points lead. **Chuck Palmgren** (Tri) was third... One week earlier, **Freddie Nix** (H-D) won the Sedalia, Missouri, Half Mile National, while Nixon had crashed and thus handed the lead over to **Cal Rayborn**... **Ron Nelson** (Mon) scored the 500cc Open Amateur/Expert victory at the Spoke Benders European Scrambles in Southern California's Mojave Desert.

20 YEARS AGO...
SEPTEMBER 13, 1978

Issue #35 was our **Laguna Seca preview issue**... *The Latest Poop* section of *Cycle News* carried info on the rain-plagued **ISDT** in **Smaland, Sweden**, where the American trophy team finished a creditable fourth, and **Frank Gallo** was the top American rider... **Dale Singleton** (Yam) edged out **Mike Baldwin** (Yam) to win the Laconia, New Hampshire, Camel Pro road race... **Bel-Ray** took out a full-page ad to tout its role in the new 318.598-mph motorcycle land-speed record, set by **Don Vesco**... We interviewed the Maico factory's hot young National MX star, **Darrell Shultz**.

10 YEARS AGO...
SEPTEMBER 7, 1988

Bubba Shobert (Hon) finished second at the Indy Mile to clinch his fourth straight Camel Pro Series title, but race winner **Scott Parker** (H-D) padded his GNC points lead in what was turning out to be a tight duel between the two riders for that title... Led by **"Sudden" Sam Ermolenko**, the American speedway team defeated the World team, 174-114, at the **Budweiser American Cup Speedway Challenge** at Ascot Park in Gardena, California... France's **Herve Moineau** (Suz) locked up his fourth World Championship Endurance Road Racing crown at the Spa-Francorchamps circuit in Belgium. CN

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